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# REPORT

1885 - 1889

OF THE

## COMMISSIONER OF CROWN LANDS

OF THE

### PROVINCE OF ONTARIO

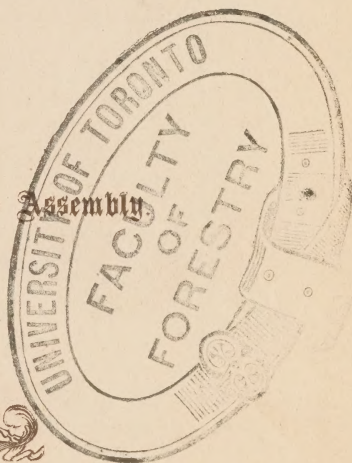
FOR THE YEAR

1885.-1889

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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1885.

*To His Honour the Honourable JOHN BEVERLEY ROBINSON,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR :

I have the honour, in accordance with the Act for the Sale and Management of the Public Lands, to submit to Your Honour the following account of the transactions of my Department for the year ending the 31st December, 1885.

CROWN LANDS.

There were sold of the Crown Lands during the year 99,918 acres. The sales amount to \$89,017 and the collections to \$85,286. (*See Appendix No. 3, page 4.*)

CLERGY LANDS.

There were sold of the Clergy Lands during the year 1,270 acres. The sales amount to \$1,452 and the collections to \$9,403. (*See Appendix No. 3, page 4.*)

COMMON SCHOOL LANDS.

There were sold of the Common School Lands during the year 65 $\frac{5}{8}$  acres. The sales amount to \$515 and the collections to \$18,981. (*See Appendix No. 3, page 4.*)

GRAMMAR SCHOOL LANDS.

There were sold of the Grammar School Lands during the year 1,572 $\frac{1}{2}$  acres. The sales amount to \$1,107 and the collections to \$1,578. (*See Appendix No. 3, page 4.*)

## REVENUE ARISING FROM CROWN TIMBER.

The accruals for timber dues, ground rents, etc., during the year amount to \$657,298 and the total collections on account of timber dues, ground rent and bonuses amount to \$604,339. (*See Appendix No. 7, page 10.*)

## COLLECTION AND REVENUE.

The total collections of the Department during the year amount to \$736,865. (*See Appendix No. 4 page 5.*)

## DISBURSEMENTS.

The gross disbursements of the Department for the year 1885 amount to \$242,787. (*See Appendix No. 6, pages 7, 8 and 9.*)

## WOODS AND FORESTS.

The sawn lumber trade of 1885 has been an improvement on that of the preceding year, and those whose individual interests render them watchful of prospects ahead are sanguine as to the lumber market of 1886. It is hoped that their expectations will be realized.

There are two notable features in the lumber business of the past season—one is a large increase in exportation to Europe, South America, etc., of sawn lumber, inch and inch and quarter stuff in the rough, as well as planed lumber, doors, windows, etc.; the other is the falling off in the production of square pine timber. Both circumstances are in the direction of observations on manufactured lumber and square and waney pine timber in my report of 1879, in which I called attention to a shipment of pine boards direct from the saw mills at Ottawa by rail to Quebec, thence to Glasgow, Scotland. This at the time was looked upon as a pioneer transaction.

On the 22nd October last a public sale of scattered and exposed timber berths on the north shore of Lake Huron was held. The berths offered aggregated an area of 1,057½ square miles, and consisted of some fourteen berths—439½ square miles—sold in October, 1872, but with respect to which the purchasers failed to comply with the conditions of sale. The balance of the area—618 square miles—comprises a number of broken fronted and other spaces lying along the shores of the lake, which were not offered for sale in 1872. The berths last sold are situated in various directions throughout the extensive territory between French River on the east and Thessalon River on the west, generally far apart from each other, and all of them surrounded by licensed limits; those on the front in several instances being partly bounded by limits held under license from this Department and partly by Indian Reserves, covered by timber licenses granted by the Federal Government.

Since the sale of berths in 1872 till recently the risk of loss to the revenue from trespass on the limits offered for sale last October had been slight, owing to the limited extent of lumbering in the district, but for some time prior to the sale more active operations had commenced, with every indication that they would become more and more



extensive ; in consequence the unlicensed areas became much more exposed, not only to trespass (especially where the boundaries of adjoining limits have not been defined on the ground), but also to largely increased danger from fires from circumjacent works.

The detection or prevention of trespass, when the extent of country is taken into account, would call for serious expenditure. Under the circumstances it was considered in the public interest that the scattered berths should be placed under timber license, when the ordinary arrangements for wood ranging would suffice for the supervision of operations, and the risk of loss by forest fires materially lessened through the vigilance exercised by licensees.

The attendance at the sale was large and representative, the bidding spirited, and the result satisfactory, the amount realized for bonuses and the first season's ground rent being \$328,930.

The accruals for timber dues, ground rents, and bonuses for the year, amount to \$657,297.84 ; the amount collected during the year as timber dues, ground rents and bonuses is \$604,339, which includes \$148,558, collected on sale of October last, Woods and Forests revenue proper being \$455,781.

#### PREVENTION OF BUSH FIRES.

For some time the Department has been anxious to devise means of preventing and suppressing bush fires, and of enforcing the provisions of the "Fire Act." It was determined last season to try the effect of placing a number of men upon the various limits which, through settlement and other causes, were exposed to danger from fire. Accordingly the co-operation of the licensees interested was invited, it being proposed that they should name and recommend the men to be appointed on their limits and bear half of all the expenses connected with the experiment ; which a number agreed to do.

Under instructions from the Department, thirty-seven men were placed in the field and kept on duty between the 1st day of May and the 1st day of October.

The effect of their presence has been excellent. Fires were suppressed which otherwise might have become vast conflagrations, causing incalculable losses. Persons wantonly violating the provisions of the "Fire Act," were promptly brought to justice and fined, and a general and strong interest in the direction of preventing the starting and spread of bush fires was created and kept alive.

At the close of the season the licensees expressed their great satisfaction at the benefits resulting from the experiment, and urged its continuance and extension.

The total cost of the service for 1885 was \$7,911, of which sum one half has been refunded by the licensees, leaving the nett cost of this service to the Department to be \$3,955.50.

#### FREE GRANTS.

At the date of my last report there were open for location, under "The Free Grants and Homestead Act," 127 townships, to which the township of Sherborne in the Provisional County of Haliburton and the Township of Laurier in the District of Parry Sound have been added during the year, making a total of 129 townships now open for location.

There were 1,236 locations made during the year on 176,351 acres of land, and 5,998 acres of land were sold to 149 locatees.

During the same period 563 lots, located in former years, were resumed for non-performance of the settlement duties, and 581 patents were issued to free grant locatees. (*See Appendix No. 10, pages 14-17.*)

The Township of Parkinson, in the District of Algoma, has been opened for sale during the year at 20 cents per acre cash, on certain conditions of settlement, and this township, with the Townships of Kirkwood, Day, Wells, Bright, Bright Additional, Gladstone, Thompson and Patton, previously opened on the same conditions of settlement, have been formed into a Crown Land Agency, and William L. Nichols, Esq., whose office is at Thessalon, appointed agent.

The country along the line of the Northern and Pacific Junction Railway, from Gravenhurst to Callendar, and of the Canadian Pacific Railway north of Lakes Nipissing and Huron, contains a large percentage of land suitable for farming and grazing purposes. The liberal conditions on which lands can be obtained for actual settlement, and the ease of access through the railways, have induced many settlers to take up lands in the neighbourhood for farming purposes during the year, while villages of more or less importance are springing up at the principal railway stations along the line.

#### CROWN SURVEYS.

The undermentioned surveys have been performed during the year, that is to say, the Townships of Bower, Clara and Freswick, in the District of Nipissing, have been subdivided into farm lots of one hundred acres each; the residues of the Townships of North Algoma and Fraser, in the County of Renfrew, into farm lots of one hundred acres each; the Townships of Blezard, Lorrain and Orlig, in the District of Nipissing, and the Townships of Cartier, Cascaden, Dowling, Gould, Hart, Levack and Trill, in the District of Algoma, and the Townships of Gillies, Lybster and O'Connor, in the District of Thunder Bay, into lots of three hundred and twenty acres each.

A meridian line extending forty-two miles, in the District of Nipissing, was run.

A verification survey of the Township of Kennebec has been partly performed.

The returns of the above named surveys have, so far as received, been examined and closed.

The returns of survey of the Township of Cameron, in the Huron and Ottawa Territory, and the Townships of Baldwin, Creighton, Fairbank and Nairn, in the District of Algoma, not having been closed at the date of my last report, have been examined and closed during the year.

The outlines of several timber berths in the Districts of Nipissing and Algoma have been run.

The particulars in relation to these surveys will be found in *Appendices Nos. 15 and 16, pages 22, 23, 24.*

The Surveyors' Reports in relation to the surveys will be found in *Appendices Nos. 21 to 42, and pages 32 to 58 inclusive.*



### MUNICIPAL SURVEYS.

Seven municipal surveys have been confirmed, and eight instructions for same issued during the year. The particulars relating to these surveys will be found in *Appendices Nos. 13 and 14, pages 19, 20 and 21.*

### MINERAL SURVEYS.

Patents have been issued during the year for nine thousand and twenty-three acres of land for mining purposes, principally near White Fish Lake and Rabbit Mountain, in the District of Thunder Bay. (*See Appendix No. 17, pages 25, 26 and 27.*)

A brief report on the mining operations in the vicinity of Rabbit Mountain will be found in *Appendix No. 20, page 30.*

### COLONIZATION ROADS.

The total expenditure on Colonization Roads during the year amounts to \$121,435.32, the particulars of which will be found in Superintendent's Report, *Appendix No. 43, pages 60 to 82, inclusive.*

Respectfully submitted,

T. B. PARDEE,  
Commissioner of Crown Lands

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1885.





# APPENDIX No. 1.

Return of Officers and Clerks in the Department of Crown Lands for the year 1885.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
				\$ c.	
	Hon. T. B. Pardee.....	Commissioner.....	1873, December 4....	4,000 00	
	Thos. H. Johnson.....	Assistant Commissioner.....	1869, August 21.....	2,800 00	
	George Kennedy.....	Law Clerk.....	1872, February 1....	1,800 00	
	T. W. Gibson.....	Short Hand Writer and Clerk.....	1880, August 18....	1,200 00	
	A. Kirkwood.....	Chief Clerk.....	1854, March 21.....	1,700 00	
	J. M. Grant.....	Clerk.....	1860, May 12.....	1,250 00	
	J. J. Murphy.....	Clerk in charge of Free Grants.....	1872, May 1.....	1,200 00	
	P. Alma.....	Clerk.....	1871, August 1.....	950 00	
	Julian Sale.....	Clerk.....	1871, August 5.....	800 00	
Free Grants and Sales.....					
	G. B. Kirkpatrick.....	Chief Clerk.....	1866, January 30....	1,700 00	
	W. Revell.....	Clerk.....	1871, October 2....	1,000 00	
	W. F. Lewis.....	Clerk.....	1857, September 28..	850 00	
	E. Fox.....	Chief Clerk, Patents.....	1872, October 1....	1,400 00	
	A. J. Taylor.....	Clerk.....	1872, October 1....	1,200 00	
	H. Smith.....	Supdt of Colonization Roads.....	1881, January 1....	1,800 00	
	C. Cashman.....	Clerk.....	1872, September 1..	1,000 00	
Surveys, Patents and Roads.....					
	G. B. Cowper.....	Chief Clerk.....	1857, October 14....	2,000 00	
	A. White.....	Clerk.....	1882, January 1....	1,700 00	
	J. A. G. Crozier.....	Clerk.....	1867, December 1..	1,200 00	
	H. R. Hardy.....	Clerk.....	1883, November 1..	800 00	
Woods and Forests.....					

# APPENDIX No. 1.—Continued.

Return of Officers and Clerks in the Department of Crown Lands for the year 1885.

BRANCH.	Name.	Designation.	When Appointed.	Salary per annum.	Remarks.
Accounts.....	D. G. Ross.....	Accountant.....	1861, April 15.....	\$ c.	
	R. H. Browne.....	Chief Clerk, Agents' Returns.....	1862, May 14.....	1,500 00	
	C. P. Higgins.....	Clerk.....	1873, July 1.....	1,250 00	
	E. Leigh.....	Clerk.....	1873, December 20.....	850 00	
	J. Morphy.....	Registrar.....	1851, June 1.....	800 00	
				1,600 00	
	J. Bradshaw.....	Office Keeper.....	1852, March 27.....	500 00	
	A. Macdonald.....	Messenger.....	1862, May 19.....	500 00	
	D. Kinnar.....	Night Watchman.....	.....	460 00	

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st DECEMBER, 1885.

THOS. H. JOHNSON,

Assistant Commissioner.



# APPENDIX No. 2.

## List of Crown Land Agents, for the Disposal of Free Grants, 1885.

NAME.	District or County.	Date of Appointment.	Salary Per Annum.	REMARKS.
Anderson, D.	Part of Peterborough.	1870, November 21.	\$ c.	
Best, S. G.	" Parry Sound District.	1875, March 23	500 00	
Brown, C. P.	" Algoma District.	1872, June 25.	500 00	
Cockburn, J. D.	" Nipissing District.	1884, May 21	500 00	Agent for sale of land.
Day, J. F.	" Algoma District.	1875, July 19	500 00	
Dawson, G. W.	" Frontenac and Addington.	1882, February 17	500 00	
Duncan, A. G.	St. Joseph Island	1883, December 23.	200 00	
Fielding, W.	Part of Victoria.	1882, February 23.	500 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26	500 00	
Handy, E.	" Parry Sound District.	1871, January 3.	500 00	
Kennedy, A.	" Renfrew	1871, August 21.	500 00	Died 14th October, 1885.
Kennedy, J. D.	" Renfrew	1885, October 30.	500 00	
MacKay, T.	" Parry Sound District	1881, December 5.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18	500 00	
Nichols, W. L.	" Algoma District.	1885, August 27	500 00	
Reeves, J.	" District of Nipissing.	1872, February 12	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 1.	500 00	
Stewart, C. R.	" Hastings	1882, May 1.	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Taylor, T. O.	" District of Muskoka.	1881, December 15	500 00	
Whelan, J.	" Renfrew	1884, September 19	500 00	
Wright, A.	" Thunder Bay District.	1875, May 5.	500 00	

THOS. H. JOHNSON,  
Assistant Commissioner.

D. GEORGE ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1885.

## APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for  
the Year 1885.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Crown Lands .....	99,918 $\frac{62}{100}$	89,017 51	85,285 99
Clergy Lands .....	1,270 $\frac{16}{100}$	1,452 65	9,403 23
Common School Lands .....	65 $\frac{8}{100}$	515 00	18,981 58
Grammar School Lands .....	1,572 $\frac{1}{2}$	1,107 38	1,578 59
Total .....	102,826 $\frac{81}{100}$	92,092 54	115,249 39

THOS. H. JOHNSON,

Assistant Commissioner.

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

Toronto, 31st December, 1885.

## APPENDIX No. 4.

STATEMENT of the Collections of the Department of Crown Lands for the year 1885.

SERVICES.	\$ c.	\$ c.
<i>Land Collections.</i>		
Crown Lands .....	33,285 99	
Clergy Lands .....	9,403 23	
Common School Lands .....	18,981 58	
Grammar School Lands .....	1,578 59	
Rent .....	1,166 00	
In Suspense .....	10,000 56	126,415 95
<i>Woods and Forests.</i>		
Timber Dues .....	411,738 99	
Ground Rent .....	41,182 44	
Bonus .....	151,402 70	
In Suspense .....	15 22	604,339 35
Casual Fees .....	733 90	
Surveyors' Fees .....	270 30	1,004 20
Surveys            Refund .....	673 98	
Fire Prevention    do .....	3,709 00	
Destitute Settlers    do .....	226 20	
Settlers' Homestead    do .....	250 77	
Inspection Fees    do .....	245 50	5,105 45
		736,864 95

THOS. H. JOHNSON,

Assistant Commissioner.

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1885.



## APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1885, which are considered as *Special Funds*.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands.</i>		
Principal .....	5,482 74	
Interest .....	3,920 49	9,403 23
<i>Common School Lands.</i>		
Principal .....	8,766 17	
Interest .....	10,215 41	18,981 58
<i>Grammar School Lands.</i>		
Principal .....	1,328 79	
Interest .....	249 80	1,578 59
		29,963 40

THOS. H. JOHNSON,  
Assistant Commissioner.

D. GEORGE ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1885.

## APPENDIX No. 6.

## STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1885.

SERVICE.	\$ c.	\$ c.	\$ c.
<b>AGENTS' SALARIES AND DISBURSEMENTS.</b>			
<i>Salaries.—Land.</i>			
Anderson, D.....	500 00		
Best, S. G.....	500 00		
Brown, C. P.....	500 00		
Cockburn, J. D.....	500 00		
Dawson, G. W.....	500 00		
Day, J. F.....	500 00		
Duncan, A. G.....	200 00		
Fielding, W.....	500 00		
Handy, E.....	500 00		
Gilligan, B. J.....	500 00		
Kennedy, A.....	375 00		
Kennedy, J. D.....	125 00		
Mackay, T.....	500 00		
Macpherson, R.....	500 00		
Nichols, W. L.....	96 00		
Reeves, J.....	500 00		
Scarlett, J. S.....	500 00		
Stewart, C. R.....	500 00		
Tait, J. R.....	500 00		
Taylor, T. C.....	500 00		
Whelan, J.....	500 00		
Wright, A.....	500 00		
		9,796 00	
<i>Salaries.—Timber.</i>			
Campbell, P. C.....	1,600 00		
Johnson, T. E.....	1,600 00		
Macdonald W. J.....	250 00		
Margach, W.....	1,000 00		
McWilliams, J. B.....	2,000 00		
Smith, A. C.....	300 00		
Tasse, D.....	100 00		
Way, J. F.....	1,440 00		
		8,290 00	
<i>Agents' Disbursements.</i>			
Anderson, D.....	15 24		
Brown, C. P.....	9 95		
Campbell, P. C.....	204 78		
Cockburn, J. D.....	22 45		
Dawson, G. W.....	22 31		
Day, J. F.....	19 60		
Duncan, A. G.....	3 09		
Fielding, W.....	6 42		
Handy, E.....	43 89		
Gilligan, B. J.....	34 10		
Kennedy, A.....	8 43		
Mackay, T.....	16 64		
Mahon, J.....	2 02		
Macpherson, R.....	30 75		
Margach, W.....	92 50		
McWilliams, J. B.....	263 87		
Nichols, W. L.....	65		
Poupore, J.....	55 60		
Reeves, J.....	40 15		
Scarlett, J. S.....	60 69		
Smith, A. C.....	247 50		
Stewart, C. R.....	22 87		

## APPENDIX No. 6.—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1885.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Agents' Disbursements.—Continued.</i>			
Tait, J. R .....	24 96		
Taylor, T. C .....	80 85		
Way, J. F .....	165 73		
Whelan, J .....	6 58		
Wright, A .....	27 75		
		1,529 37	
<i>Miscellaneous.</i>			
Buist, D. E., inspection .....	39 00		
Gibson, J. C., do .....	30 00		
Johnson, T. H., travelling expenses .....	5 85		
Kennedy, G., do .....	50 00		
Kirkpatrick, G. B., do .....	45 00		
O'Hara, J., inspection .....	4 00		
Rose, S. D., do .....	5 00		
White, A., travelling expenses .....	90 00		
		268 85	
			19,884 22
<i>Wood Ranging and Inspection of Timber Lands.</i>			
Brady, J .....		710 00	
Bick, Geo. ....		952 40	
Dulmage, A. F. ....		1,641 71	
Halliday, F. ....		1,270 60	
Halliday, J. ....		591 00	
Johnson, S. M. ....		1,799 59	
Kennedy, John. ....		555 00	
Londry, L. ....		81 00	
Londry, W. E. ....		181 25	
Ludgate, T. ....		1,168 15	
Margach, W. ....		519 78	
Macdonald, D. F. ....		1,250 00	
Moore, D. H. ....		1,084 75	
Moran, J. ....		600 00	
McCogherty, P. ....		707 50	
McGown, W. ....		600 68	
McGown, T. ....		210 00	
McNaughton, A. ....		73 00	
Paget, George .....		1,125 91	
Redden, W. ....		38 10	
Russell, W. ....		1,992 51	
Shaw, J. ....		1,202 48	
Smith, J. W. ....		1,188 45	
Taylor, T. C. ....		5 00	
Turgeon, J. B. ....		550 00	
Wood, D. ....		72 00	
			20,170 86
<i>Forest Fire Prevention.</i>			
Boland, W. ....		222 00	
Brady, J. ....		276 00	
Brennan, J. ....		333 00	
Bromley, Thos. ....		349 00	
Burritt, E. A. ....		20 00	
Campbell, J. R. ....		288 00	
Coghlin, J. ....		206 00	
Donnelly, P. ....		267 00	
Garvey, P. ....		194 00	
Grozelle, A. D. ....		140 00	
Guertin, Geo. ....		237 00	



APPENDIX No. 6.—*Concluded.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the  
Year 1885.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Forest Fire Prevention.—Continued.</i>						
Haly, C.....			216	00		
Hoskins, J.....			228	00		
Johnson, E.....			315	00		
Keenan, J.....			184	00		
Kennedy, J. C.....			270	00		
Labrache, J.....			222	00		
Laderante, J.....			228	00		
Mackey, W. J.....			333	00		
Mitchell, J.....			190	00		
Moran, J.....			315	00		
Mulhern, B.....			267	00		
McCallum, A.....			222	00		
McDermott, D.....			189	00		
McFarlane, D.....			216	00		
McInnes, H. D.....			116	00		
McLachlin, Bros.....			41	00		
McLaren, F.....			186	00		
McLean, J.....			116	00		
McNabb, W. C.....			386	00		
Playfair, E.....			279	00		
Porter, J.....			324	00		
Ray, Jno.....			189	00		
Wickware, A. P.....			201	00		
Wyllie, W.....			196	00		
					7,911	00
Refunds.....					8,798	88
Colonization Roads.....					121,435	32
Surveys.....					48,227	00
<i>Contingencies.</i>						
Printing and Binding.....			1,890	88		
Stationery.....			1,462	43		
Postage and Telegraphing.....			1,212	47		
Extra Clerks.....			4,604	00		
Fireman.....			547	00		
Office Keeper.....			500	00		
Messenger.....			500	00		
Night Watchman.....			460	00		
Auctioning Timber Berths.....			250	00		
Subscriptions and advertising.....			1,666	43		
Sundries.....			390	60		
					13,483	81
Two per cent. of duties collected on timber cut on road allowances and paid to Municipalities.....					2,496	46
Board of Surveyors.....					380	00
					242,787	55

D. GEORGE ROSS,  
Accountant.

THOS. H. JOHNSON,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1885.

## APPENDIX No. 7.

## WOODS AND FORESTS.

STATEMENT of Revenue Collected during the Year ending 31st December, 1885.

	<small>£</small>	<small>c.</small>	<small>£</small>	<small>c.</small>
Amount of Ottawa collections, John Poupore.....	168,360	88		
“ “ H. J. Chaloner.....	18,753	22		
			187,114	10
Amount of Belleville collections, J. F. Way.....	79,244	16		
“ “ H. J. Chaloner.....	1,472	69		
			80,716	85
Amount of Western Timber District collections, at Department.....	320,263	05		
“ “ “ H. J. Chaloner.....	16,244	35		
			336,507	40
Total.....			604,338	35

THOS. H. JOHNSON,

Assistant Commissioner.

G. B. COWPER,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

WOODS AND FORESTS BRANCH,

Toronto, 31st December, 1885.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1885.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum up to 1st July, '73.		REMARKS.
				\$	c.	
Upper Ottawa.....	John Poupore .....	Ottawa City.....	.....			
	C. S. McNutt, Assistant .....	" .....	1858, April 13.....	1,400 00	1,800 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	J. Ritchie, Clerk .....	" .....	1864, June 23.....	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman.	" .....	1867, April 1.....	700 00	1,200 00	
	E. T. Smith, Clerk.....	" .....	1864, June 23.....	650 00	1,000 00	
	J. Jackson, Messenger .....	" .....	1871, August 1.....	300 00	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter .....	" .....	1882, August 18.....			{ Additional to his salary from the Department of Public Works, Ottawa.
	James Steen, Timber Counter...	" .....	1861, May 27 .....	\$2 per diem.	\$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman. ....	" ..	1872, March 1.....	"	"	"
Belleville Agency .....	Joseph F. Way, Agent.....	Belleville.....	1854, May 6 .....	1,440 00	1,440 00	The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
Collector at Quebec ...	H. J. Chaloner, Acting Agent...	Quebec.....	.....			
	Henry John Miller, Assistant ...	" .....	1883, September 13.....		1,200 00	
	William Miller, Clerk.....	" ..	1872, November 7.	1,000 00	1,000 00	

\* The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to the 31st December, 1883, \$150 per annum in addition to the amount paid by Public Works. Allowance by the Provincial Governments increased to \$250 each, per annum, from 1st January, 1884.

G. B. COWPER, Chief Clerk in Charge.

THOS. H. JOHNSON, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1885.



APPENDIX  
WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber Licences.	Saw Logs. (A Standard is 200 feet B. M.)			
		White Pine.		Other.	
	Square miles.	Pieces.	Standards.	Pieces.	Standards.
Ottawa Timber District.....	6,503½	1,886,593	1,201,565	9,904	7,356
Belleville Timber District .....	1,537½	1,099,277	537,912	34,199	10,593
Western Timber District .....	9,174	975,987	608,530	251	204
Total.....	17,215	3,961,857	2,348,007	44,354	18,153

GENERAL STATEMENT OF

QUANTITIES AND DESCRIP

AGENCIES.	Railway Ties.	Birch and Hemlock.		Cordwood.		Telegraph Poles.
	Pieces.	Pieces.	Feet.	Hard Cords.	Soft Cords.	No.
Ottawa Timber District.....	43,707	{ B. 3 H. 3	88 118	189	4,609	859
Belleville Timber District.....	33,440	{ B. 4 H. 960	188 39,502	978	.....	391
Western Timber District.....	938,246	.....	.....	444	18,427	5,556
Total.....	1,015,393	{ B. 7 H. 963	276 39,620	1,611	23,036	6,808

G. B. COWPER,  
Chief Clerk in Charge.

No. 9.

## FORESTS.

Rent and Bonuses, during the year ending 31st December, 1885.

## TION OF TIMBER.

Square Timber.				Boom and Dimension Timber.		Elm, Ash and Maple.		Oak.		Tamarac.	
White Pine.		Red Pine.									
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stand- ards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.
24,566	1,242,153	394	18,913	73,909	84,020	{ E. 75 M. 2 A. 63	3,129 89 2,536	2	288	1	38
10,686	550,146	20	1,124	28,407	25,797	{ E. 164 M. 6 A. 635	6,910 132 23,617	1	34	54	1,808
24,506	1,372,567	75	3,390	36,924	39,794	{ E. 13 M. 1 A. 12	578 20 502	6	197	4	117
59,758	3,164,866	489	23,427	139,240	149,611	{ E. 252 A. 710 M. 9	10,617 26,655 241	9	519	59	1,963

TIMBER, ETC. — *Continued.*

## TION OF TIMBER.

Traverses.	Lineal feet of Cedar.	Cedar Posts.	Cords Bolts.	Spiles	Bridge Timber.	Amounts Accrued.				
						Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Pieces	Feet.	Cords	No.	No.	Feet.					
280	88,581	20	96	228	.....	\$ c. 1,410 56	\$ c. 215,374 74	\$ c. 14,741 00	\$ c. 4 00	\$ c. 231,530 30
.....	126,942	923	7	.....	.....	910 52	95,504 20	3,791 00	16 00	100,221 72
.....	.....	.....	3,024	1,467	559,296	2,666 61	148,940 88	22,624 00	151,314 33	325,545 82
280	215,523	943	3,127	1,695	559,296	4,987 69	459,819 82	41,156 00	151,334 33	657,297 84

THOS. H. JOHNSON.  
Assistant Commissioner.

## APPENDIX No. 10.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties ; and of patents issued—under the "Free Grants and Homestead's Act"—during the year 1885.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Persons located.	Number of Acres located.	Number of purchasers.	Number of Acres sold.	Number of lots, the locations of which have been cancelled.	Number of Patents issued.
Baxter .....	Muskoka .....	Theo. C. Taylor, Bracebridge..	23	2,578	.....	.....	.....	.....
Brunel .....			10	1,392	.....	.....	7	6
Chaffey .....			14	1,629	1	100	12	17
Draper .....			6	831	2	21	17	12
Franklin .....			8	289	.....	.....	6	7
Macaulay .....			4	448	1	100	3	3
Medora .....			4	547	1	8	4	9
Monck .....			5	309	.....	.....	3	3
Morrison .....			2	759	.....	.....	3	1
Muskoka .....			6	69	.....	.....	4	1
McLean .....			1	299	.....	.....	1	1
Oakley .....			3	1,724	.....	.....	2	9
Ridout .....			11	593	2	140	6	7
Ryde .....			4	1,848	.....	.....	3	3
Sinclair .....			16	2,508	.....	.....	7	7
Sherborne .....			16	1,147	1	1	7	3
Stephenson .....			9	115	1	18	.....	.....
Stisted .....			1	1,229	.....	.....	1	7
Watt .....			11	631	2	200	9	11
Wood .....			5	1,586	1	18	3	8
Cardwell .....	Parry Sound .....	Mrs. T. MacKay Parry Sound.	10	1,487	1	1	.....	.....
Carling .....			7	1,202	2	129	17	12
Christie .....			6	787	.....	.....	4	4
Fergusson .....			7	1,090	1	22	5	1
Foley .....			4	447	.....	.....	4	2
Hagerman .....			6	765	1	40	.....	4
Humphrey .....			6	699	.....	.....	5	7
Montooth .....			12	1,893	.....	.....	4	7
McConkey .....			1	200	.....	.....	11	4
McDougall .....			15	2,387	.....	.....	.....	.....
McKenzie .....			2	404	.....	.....	18	1
McKellar .....			2	499	.....	.....	2	2
Shawana .....			4	.....	.....	.....	1	2
Wilson .....			1	171	.....	.....	2	.....



Chapman.....	11	2,035	2	35	13	12
Croft.....	7	1,036	1	10	7	5
Ferrie.....	1	192				
Gird.....	8	1,501	1	171	2	1
Lount.....	1	586			1	1
Macfar.....	58	9,603	1	65	13	7
Mills.....	2	384				1
Pringle.....	2	400				
Ryerson.....	22	3,257	1	99	25	10
Spence.....	6	800	1	1	12	11
Strong.....	28	4,219	4	437	7	10
Amour.....						
Bethune.....	13	1,784	6	247	9	21
Joly.....	15	2,567	2	26	8	6
McMurch.....	54	9,924	13	189	18	3
Perry.....	4	405	3	600	5	21
Proudfoot.....	10	1,068	1	100	8	36
	19	3,037	4	74	9	1
Hardy.....						
Husworth.....	1	200				
Laurier.....	97	16,809	4	219	16	2
Nipissing.....	23	4,288	1	100		
Patterson.....	21	3,676			7	2
	3	393			2	2
Anson.....						
Glamorgan.....	3	281			1	
Hindon.....	14	1,683	1	19	16	6
Latteworth.....	2	251			2	1
Minden.....	7	788	1	18	5	9
Stanhope.....	9	903			8	5
Snowdon.....	1	92			1	5
	5	574			5	10
Anstruther.....						
Chandos.....	1	200			2	1
Cardiff.....	9	1,246	1	9	4	8
Haliburton.....	10	1,427	1	100	4	10
Monmouth.....	14	1,882	1	77	10	5
Galway.....					2	
Bangor.....	13	1,657				
Hastings.....	2	198				
do.....	1	100				
Wicklow.....	1	200				
Carlow.....						
Cashel.....	8	1,196	1	11	2	6
Duncannon.....	5	441				
Faraday.....	17	2,648	3	61		1
Herschel.....	23	3,571	5	231	6	10
Limerick.....						
Mayo.....	8	847			4	9
Monteagle.....	9	1,050	1	100	3	3
Monteagle.....	5	747			2	2
Wollaston.....	8	1,122	1	10		7
	15	1,887	1	1		6

Parry Sound

S. G. Best, Maganutawan

Parry Sound

F. Handy, Emsdale

Parry Sound

J. S. Scarlett, Nipissing

Haliburton

Wm. Fielding, Minden

Peterboro'

D. Anderson, Apsley

do

do

Peterboro'

C. R. Stewart, Haliburton

do

do

Hastings

J. R. Tait, L'Anable

do

do

Hastings

# APPENDIX No. 10.—Continued.

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Per- sons located.	Number of Acres located.	Number of Pur- chasers.	Number of Acres sold.	Number of Lots, the locations of which have been cancelled.	Number of Pa- tents.		
Abinger .....	Addington .....	{ G. W. Dawson, Plevna .....	3	290	4	12	3	7		
Denbigh .....	do .....		18	2,680	1	50				
Canonto, South .....	Frontenac .....		10	1,267						
do North .....	do .....		16	2,031	6	87	4	7		
Clarendon .....	do .....		2	265				2		
Miller .....	do .....	{ Jas. Reeves, Eganville .....	19	2,620	3	14	6	6		
Palmerston .....	do .....									
Algona, North .....	{ Renfrew .....		2	419	3	117			5	
do South .....			15	1,532			8	3	3	
Brougham .....			2	189	5	15	1	5	5	
Grattan .....		17	1,579	5	8	7	6	6		
Hagarty .....		20	2,862			3				
Richards .....	{ Brudenell .....	{ John Whelan, Brudenell .....	1	50	3	152	9	2		
Wilberforce .....			8	871						
			9	1,277			2	4		
			2	197	1	73	2			
			6	714	4	17	1	2		
Lyndoch .....	{ Renfrew .....		4	573	1	1	1	2		
Matavatchan .....			2	199			2	3		
Radclyffe .....			16	2,331	2	2	9	3		
Raglan .....			15	1,544			7			
Sebastopol .....			33	3,863	6	51	1	9		
Sherwood .....	{ Renfrew .....	{ J. D. Kennedy, Pembroke .....	6	601	5	413	5	5		
			3	400	1	56	2	3		
			2	281						
			1	202	1	12		2		
			12	1,603	3	204	6	4		
Alice .....	{ Pembroke and Mattawan Road .....		1	100				1		
Buchanan .....			7	744	1	140	6	2		
Fraser .....			2	337			1			
Head .....										
Maria .....										
McKay .....										
Petawawa .....										
Rolph .....										
Wylie .....										
Pembroke and Mattawan Road .....										

Bonfield .....	{ Nipissing..... }	{ B. J. Gilligan, Mattawan .....	15	2,050	2	14	1	.....
Calvin .....			18	2,188	4	342	4	.....
Ferris .....			21	3,083	1	3	1	.....
Mattawan .....			3	305	.....	.....	7	.....
Eapineau .....			14	2,077	.....	.....	.....	.....
Aweres .....	{ Algoma .....	{ C. P. Brown, Sault Ste. Marie..... }	2	320	.....	.....	2	8
Korah .....			1	160	.....	.....	5	1
Parke .....			6	740	.....	.....	.....	.....
Prince.....			.....	.....	.....	.....	.....	.....
Plummer .....	Algoma .....	J. F. Day, Bruce Mines.....	3	463	.....	.....	2	1
St. Joseph Island.....	Algoma .....	A. G. Duncan, Marksville.....	30	3,387	3	321	33	40
Oliver .....	{ Thunder Bay..... }	{ Amos Wright, Port Arthur..... }	21	3,357	1	72	9	15
Paiipoonge .....			4	700	.....	.....	.....	.....
Blake .....			.....	.....	.....	.....	.....	.....
Crooks .....			.....	93	.....	.....	.....	.....
Dawson Road.....			1	.....	.....	.....	.....	.....
Total .....	.....	.....	1,236	176,351	149	5,998	563	581

JOSEPH J. MURPHY,

Clerk in Charge.

THOS. H. JOHNSON,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1885.

# APPENDIX No. 11.

STATEMENT of the Number of Letters received and mailed by the Department in 1882-1883, 1884-1885.

YEARS.	BRANCHES.					Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.						
1882	9,075	1,709	1,186	2,530	1,948	16,502	20,000	30,000	36	41	19,770
1883	8,547	1,452	1,333	2,394	2,750	16,515	20,000	30,000	14	24	13,511
1884	8,723	1,214	1,263	2,106	2,726	16,121	20,000	30,000	18	42	19,661
1885	8,116	1,236	1,762	2,538	2,448	16,129	20,000	30,000	26	25	20,059

JOHN MORPHY,  
*Registrar.*

THOS. H. JOHNSON,  
*Commissioner.*

Toronto, December 31, 1885.



## APPENDIX No. 13.

## STATEMENT of Municipal Surveys confirmed during the year 1885.

No.	Name of Surveyor.	No.	Date of Instruction.	Description of Survey.	Date when confirmed.
1	Henry Creswicke	459	17th December, 1877	Survey and plant durable monuments at the southerly angles of lots 1 to 5 inclusive in the south half of the 14th concession, and at the northerly angles of the said lots in the north half of the 13th concession, also at the south-east and north-east angles of lot No. 6, and at the south-west and north-west angles of lot No. 6, in the 13th, 14th and 15th concessions, all in the Township of West Gwillimbury	July 21st, 1885
2	T. H. Jones	516	12th September, 1883	Survey of that part of the 13th concession of the Township of Burford lying between the Oakland town line and the middle town line of Burford, and to plant durable monuments at the front angles of lots numbers 1 to 12 inclusive in said 13th concession.	April 24th, 1885.
3	Charles Unwin	517	23rd January, 1884	Survey of that portion of Yonge Street in the Township of East Gwillimbury, lying north of lot No. 115 up to the north boundary of the Township, and to plant durable monuments therein.	February 3rd, 1885.
4	Charles Unwin	518	5th March, 1884	Survey and plant durable monuments at the front angles of the lots on Yonge Street in the Township of East Gwillimbury, north of lot No. 115, to the boundary between the Townships of East and North Gwillimbury	February 3rd, 1885.
5	James Dickson	519	29th March, 1884	Survey of lots Nos. 18 and 19 in the 11th concession of the Township of Emily, and to plant durable monuments at the front and rear angles of said lots on each side of the allowance for road between said lots.	February 9th, 1885.
6	C. G. Hanning	523	20th December, 1884	Survey of lots Nos. 11 and 12 in the 9th concession of the township of Pickering, and to plant durable monuments at the front and rear angles of said lots.	June 22nd, 1885.
7	Alfred Howitt	524	21st December, 1884	Survey of lots Nos. 22 to 32 inclusive in the first concession of the Township of Eramosa, and to plant durable monuments at the front angles of said lots fronting on the town line between the Townships of Nichol and Eramosa	December 29th, 1885.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

THOS. H. JOHNSON,  
Assistant Commissioner.

# APPENDIX No. 14.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1885.

No.	NAME OF SURVEYOR.	No.	Date of Instruction.	Description of Survey.	Date when Confirmed.
1	H. B. Proudfoot.....	526	9th May, 1885 .....	Survey of the boundary line between the 17th concession and the Lake Road East concession in the Township of Hay, and to plant durable monuments at the rear angles of lots Nos. 3, 4, 5, 6, 7 and 8, in said 17th concession, and at the rear angles of lots Nos. 23, 24, 25, 26, 27 and 28, in the said Lake Road East Concession along the blind line between the said concessions.....	
2	T. J. Patton.....	527	3rd July, 1885 .....	Survey of lots Nos. 18, 19, 20, 21 and 22, in the 14th and 15th Concessions of the Township of Billings, and to plant durable monuments at the front angles of said lots .....	
3	C. A. Jones.....	528	7th July, 1885 .....	Survey of that part of the 2nd concession line of the Township of Delaware extending from the base line to the line between lots Nos. 5 and 6, and to plant durable monuments therein.....	
4	Henry Creswicke .....	529	4th August, 1885.....	Survey of that part of the concession line between the 8th and 9th concessions of the Township of Tecumseth, from the western boundary of said township to lot No. 2, inclusive, also of that part of the concession line between the 9th and 10th concessions from the western boundary to lot No. 7 inclusive, also of that part of concession line between the 10th and 11th concessions, from the western boundary to lot No. 4 inclusive, all in the said Township of Tecumseth, and to plant durable monuments along said parts of said concession lines.....	
5	Henry Creswicke .....	530	4th August, 1885.....	Survey and plant durable monuments at the front and rear angles of lots Nos. 1 and 2, in the 8th and 9th concessions of lots Nos. 1 to 7 inclusive, in the 9th and 10th concessions, and of lots Nos. 1 to 4 inclusive in the 10th and 11th concessions, all in the Township of Tecumseth .....	
6	W. G. MacGeorge .....	531	11th August, 1885.....	Survey of a portion of the Middle Road, in the Township of Orford, extending from lot 6 to lot 11, and to plant durable monuments therein to mark the same.....	

7	R. O. D. Kennedy .....	532	26th September, 1885 .....	Survey and plant stone monuments on a portion of the town line between the Townships of Ancaster and Glanford, viz., at the ends of the 1st, 2nd and 3rd concessions of the Township of Glanford, and at the ends of the 4th, 5th and 6th concessions, of the Township of Ancaster .....
8	Willis Chipman .....	533	30th November, 1885 .....	Survey of those parts of the 4th and 5th concession line, and of the 3rd and 4th concession line of the Township of Montague, which were not run in the original survey, or which have been obliterated, and to plant permanent monuments therein.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

Toronto, December 31st, 1885.

THOS. H. JOHNSON,

Assistant Commissioner.

## APPENDIX No. 15.

## STATEMENT of Crown Lands Surveys completed and closed during the year 1885.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
1	16th July, 1883.....	G. B. Abrey.....	Township of Nain.....	\$ c. 715 67	23,081
2	23rd May, 1884.....	John McAree.....	Township of Creighton.....	19 66	23,138
3	23rd May, 1884.....	Francis Bolger.....	Township of Fairbank.....	54 50	24,350
4	23rd May, 1884.....	Jas. W. Fitzgerald.....	Township of Cameron.....	1,084 75	81,925
5	23rd May, 1884.....	G. B. Abrey.....	Township of Baldwin.....	714 55	23,065
6	29th May, 1885.....	Alex. Niven.....	A meridian line in district of Nipissing (42 miles).....	1,336 14	
7	29th May, 1885.....	H. B. Proudfoot.....	Township of Cartier.....	1,562 82	22,326
8	29th May, 1885.....	J. W. Fitzgerald.....	Township of Clara.....	3,820 32	54,576
9	29th May, 1885.....	T. Byrne.....	Township of Freswick.....	3,548 02	50,686
10	29th May, 1885.....	Jas. Dickson.....	Township of Bower.....	3,468 92	49,556
11	29th May, 1885.....	Frank Purvis.....	Residue of the township of N. Algona.....	1,133 02	16,186
12	29th May, 1885.....	Elihu Stewart.....	Township of Oling.....	3,201 59	45,737
13	29th May, 1885.....	Alex. Niven.....	Township of Lorrain.....	2,978 15	42,545
14	29th May, 1885.....	Francis Bolger.....	Township of Blezard.....	1,606 64	22,952
15	29th May, 1885.....	W. R. Burke.....	Township of Dowling.....	1,764 00	25,200
16	29th May, 1885.....	Joseph De Gurse .....	Township of Cascaden.....	1,613 75	23,054
17	29th May, 1885.....	C. D. Bowman.....	Township of Leveck.....	1,733 06	24,758
18	29th May, 1885.....	W. O. Johnston.....	Township of Trill.....	1,675 45	23,935
19	29th May, 1885.....	William Bell.....	Residue of the township of Frazer.....	2,414 02	34,486



20	20th May, 1885.....	David Beatty.....	Township of Gould.....	1,727 18	24,674
21	29th May, 1885.....	A. L. Russell.....	Township of O'Connor.....	1,887 55	20,965
22	20th June, 1885.....	B. J. Saunders.....	Township of Hart.....	1,639 26	23,418
23	23rd July, 1885.....	A. G. Cavana.....	Certain lots in the township of Baxter.....	105 75	
24	6th October, 1885.....	Wm. Bell.....	Outlines of Timber Berth No. 40, north shore of Lake Huron (12 miles).....	408 00	
25	12th Aug. & 7th Oct., '85	G. B. Kirkpatrick.....	Expenses to Rat Portage (twice) in connection with mill locations, etc.....	341 25	
			March 31st, Copp, Clark & Co., balance of account for lithographed maps.....	23 89	
			April 17th, J. McNaughton, J. P., to pay for survey of lot for Jail at Sudbury.....	10 00	
			April 28th, Wm. Margach, to pay balance for a timber survey in township of Blake.....	181 09	
			June 1st, Copp, Clark & Co., for lithographed maps of townships.....	165 00	
			June 16th, A. C. Lawson, for plan of Lake of the Woods (geological survey).....	8 00	
			July 18th, W. F. B. Howlett, for plan of Lake of the Woods, showing locations thereon.....	10 00	
			September 29th, Copp, Clark & Co., for lithographed maps of north shore of Lake Huron.....	125 00	
				41,027 00	636,613

GEORGE B. KIRKPATRICK, P.L.S.,

*Chief Clerk in Charge.*

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1885.

THOS. H. JOHNSON,

*Assistant Commissioner.*

# APPENDIX No. 16.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
1	May 29th, 1885	T. O. Bolger	Township of Lybster	\$ c. 1,600 00
2	May 29th, 1885	T. O. Bolger	Township of Gillies	1,600 00
3	May 29th, 1885	M. J. Butler	Verification survey of the Township of Kennebec.	2,800 00
4	November 30th, 1885	G. B. Abrey	Outlines of Timber Berths Nos. 110 and 116 on North Shore of Lake Huron.	500 00
5	December 11th, 1885	David Beatty	Outlines of certain Timber Berths on North Shore of Lake Huron.	700 00
6	December, 24th, 1885	H. R. McEvoy	Limit between Timber Berths Nos. 16 and 24 North Shore of Lake Huron	
				\$7,200 00

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

THOS. H. JOHNSON,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1885.

# APPENDIX No. 17.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Parry Sound, Algoma, and Thunder Bay, during the year 1885.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
1	1528	The Walkerton Lumber Co.	Mill Location, south of Copanaming, French River.	55	\$ c.	30th November, 1883.
2	1529	The Ontario Lumber Co.	Mill Location, south of Walkerton Lumber Co., French River.	102	55 00	30th November, 1883.
3	1537	Richard G. Peters	Islands A and B, in Pigeon River.	7	102 00	4th January, 1884.
4	1555	The Lake Superior Native Copper Co.	Islands and land covered with water (Cape Manainse).	500	7 00	
5	1561	William E. Sanford.	Sanford, Duffield and Vaux Islands, Lake Huron.	219	500 00	4th March, 1884.
6	1565	Daniel McPhee and T. A. Keefer.	Mining Location, R 48, Rabbit Mountain.	160	219 00	24th March, 1884.
7	1567	Thomas A. Keefer	Mining Locations, 95 T, 96 T, 97 T, south of Paipoonge.	480	160 00	29th April, 1884.
8	1568	Thomas A. Keefer	Mining Location, R 25, south of Paipoonge.	80	480 00	24th April, 1884.
9	1682	William C. Dobie	Mining Location, R 61, north-east of Whitefish Lake.	160	80 00	24th April, 1884.
10	1683	The Canadian Pacific Railway Co.	Block of Land at Biscotasing Station.	370	160 00	9th January, 1885.
11	1688	Simon J. Dawson	Mining Locations, R 65, R 82, R 83, east of Whitefish Lake.	305	370 00	6th January, 1885.
12	1687	Alexander L. Russell	Mining Location, R 79, north-east of Whitefish Lake.	80	305 00	28th January, 1885.
13	1702	Thomas H. Hulbert.	Mining Location, R 90, near Whitefish Lake.	80	80 00	2nd February, 1885.
14	1711	Henry H. Bell and John McGuire	Mining Location, R 94, south-east of Whitefish Lake.	159	80 00	3rd March, 1885.
15	1716	Oliver Daunais	Mining Location, R 77, east of Whitefish Lake.	80	159 00	2nd April, 1885.
16	1721	Oliver Daunais, James A. McIntosh and John E. Johnston	Mining Locations, R 97, R 98, east of Whitefish Lake.	320	80 00	4th April, 1885.
17	1727	Hagbarth Sahlgard, George V. Bacon and William C. McComber	Mining Location, R 102, north-east of Whitefish Lake.	96	320 00	18th April, 1885.
18	44953	The Canadian Pacific Railway Co.	Water Lot at Biscotasing.	38	96 00	9th May, 1885.
19	1730	Matthias Haug and James H. Caldwell	Mining Locations, 191 T, 192 T, near Whitefish Lake.	320	38 00	17th March, 1885.
20	1734	Oliver Daunais, John E. Johnston and Joseph Manitouan	Mining Location, R 115, north-east of Whitefish Lake.	160	320 00	1st June, 1885.
21	1735	John C. Hasking	Mining Location, R 110, north-east of Whitefish Lake.	80	160 00	15th June, 1885.
22	1738	George T. Marks	Mining Locations, 147 T and 154 T, south of Paipoonge.	160	80 00	17th June, 1885.
23					160 00	2nd July, 1885.

## APPENDIX No. 17.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the North Shores of Lakes Superior and Huron, in the Districts of Parry Sound, Algoma and Thunder Bay, during the year 1885.

No.	No. of Descrip- tion.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
23	1742	William C. Dobie and Alexander L. Russell	Mining Location, R 116, north-east of Whitefish Lake.	80	80 00	25th June, 1885.
24	1740	William H. Laird and Robert Laird	Mining Location, R 111, north-east of Whitefish Lake.	78	78 00	2nd July, 1885.
25	1743	Alexander Fraser	Mining Location, 177 T and 189 T, near Whitefish Lake.	160	160 00	2nd July, 1885.
26	1744	Alexander D. Cummings	Mining Location, R 118, near Whitefish Lake.	80	80 00	3rd July, 1885.
27	1745	The Canadian Pacific Railway Co.	Block of Land at Cartier Divisional Station.	640	640 00	6th July, 1885.
28	1748	Mary L. Offord	Mining Location, R 95, near Whitefish Lake.	160	160 00	9th July, 1885.
29	1754	Harry H. Miller	Mining Location, R 99, east of Whitefish Lake.	80	80 00	20th July, 1885.
30	1762	Simon James Dawson	Mining Locations, R 104, R 105, near Whitefish Lake.	160	160 00	31st July, 1885.
31	1763	William C. McComber and Alexander L. Russell	Mining Location, R 127, north-west of Whitefish Lake.	80	80 00	31st July, 1885.
32	1764	Peter M. French	Mining Locations, R 141, R 142, north-east of Whitefish Lake.	160	160 00	7th August, 1885.
33	1766	The Canadian Pacific Railway Co.	Block of Land at Chapleau Divisional Station.	522	522 00	13th August, 1885.
34	1769	Reginald W. Petrie, William St. Amour, Thos N. Scripture and William White	Mining Locations, R 124, R 125, near Whitefish Lake.	156	156 00	14th August, 1885.
35	1770	John McArthur	Mining Location, R 50, Vert Island.	60	60 00	18th August, 1885.
36	1781	Oliver Daunais	Mining Location, R 96, east side of Whitefish Lake.	72	72 00	15th September, 1885.
37	1782	Oliver Daunais	Mining Location, R 101, east of Whitefish Lake.	178	178 00	15th September, 1885.
38	1783	James Isbester	Mining Location, R 148, east of Whitefish Lake.	80	80 00	13th September, 1885.
39	1784	John Lovell Meikle	Mining Location, R 150, north-east of Whitefish Lake.	80	80 00	16th September, 1885.
40	1786	William McKinley	Mining Location, 195 T, east of Whitefish Lake.	80	80 00	22nd September, 1885.
41	1787	Henri B. Cole, Samuel D. Blake, Wm. H. McComber and Frederick Jones	Mining Location, R 107, north-east of Whitefish Lake.	160	160 00	25th September, 1885.
42	1788	Thomas McNea, Thos. Brown and James McDougall	Mining Location, 223 T, north of McIntyre.	77	77 00	24th September, 1885.
43	1789	William C. McComber and Walter Barwick	Mining Locations, R 146, R 147, south-west of Paiponge.	330	330 00	24th September, 1885.
44	1790	William Doig and Alexander G. Moir	Mining Location, R 151, north-east of Whitefish Lake.	68	68 00	25th September, 1885.
45	1791	Walter Barwick	Mining Locations, 221 T, 222 T and 223 T, near Whitefish Lake.	224	224 00	1st October, 1885.



46	1799	Arthur Harvey.....	Mining Location, R 133, north-east of Whitefish Lake.....	107	107 00	7th October, 1885.
47	1806	James Hughes Murray.....	Mining Location, B 173, east of Whitefish Lake.....	80	80 00	2nd November, 1885.
48	1807	James F. Rutlan.....	Mining Location, R 152, Island in Whitefish Lake.....	19	19 00	5th November, 1885.
49	1808	Walter Barwick.....	Mining Locations, R 137, R 138, R 139, north-east of Whitefish Lake.....	295	295 00	9th November, 1885.
50	1811	Simon James Dawson.....	Mining Locations, R 85, R 86, north-east of Whitefish Lake.....	160	160 00	10th November, 1885.
51	1818	Ellen Crean.....	Mining Location, B 1, on Lake Penage, north of Lake Hathon.....	72	72 00	27th November, 1885.
52	1819	Matthias Haug.....	Mining Location, 238 T, near Whitefish Lake.....	80	80 00	28th November, 1885.
53	1826	The Canadian Pacific Railway Co.....	Block of Land for Divisional Station Grounds at Schreiber, east of Nepigon.....	350	350 00	15th December, 1885.
54	1838	Joseph Ganley.....	Mining Location, main Southerly Island Lizard Group, Lake Superior; also, Water Lots, A and B, adjoining.....	84	84 00	28th December, 1885.
				9,023	\$9,023 00	

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

THOS. H. JOHNSON,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31, 1885.

## APPENDIX No. 18.

STATEMENT of Work performed in the Survey Branch, during the year 1885.

No.

- 1.—25 Instructions and Letters of Instructions prepared and entered.
- 2.—22 Crown Surveys examined, completed and closed.
- 3.—19 Surveyors' Accounts for Surveys audited and closed.
- 4.—11 Reports to Council relative to Municipal Surveys, etc., drawn up and entered.
- 5.—8 Instructions for Municipal Surveys prepared and entered.
- 6.—7 Municipal Surveys examined and confirmed.
- 7.—63 Sets of Plans, Field Notes, and descriptions of Mining locations, examined.
- 8.—91 Plans and Descriptions of private Surveys examined.
- 9.—590 Plans compiled and copied.
- 10.—40 Plans to accompany Instructions.
- 11.—789 Letters relative to Surveys prepared, written and entered.
- 12.—411 Letters relative to Mining prepared, written and entered.
- 13.—2020 Pages of Field Notes copied.
- 14.—6 Railway Plans and Books of Reference examined and certified.
- 15.—1164 Patents issued during the year ending 31st December, 1885.

NOTE.—The foregoing Statement does not account for the time spent in furnishing information to parties applying personally at the Survey Branch, who are unable to obtain the information they require, without assistance; much careful research into the old correspondence, plans, field notes, and other documents, being necessary in order to ensure reliability in the information given, which is frequently used as legal evidence in Courts of Law in disputed cases.

THOS. H. JOHNSON,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, December 31st, 1885.

## APPENDIX No. 19.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS  
BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS, FOR ONTARIO,  
DURING THE YEAR 1885.

## PRELIMINARY CANDIDATES PASSED.

Bruce Allin Ludgate.  
George Algernon Booth.  
Frederick Farncomb.  
David Andrew Ross.  
Lewis Frederick Stephens.  
Edwin Stanton Decker.

Walter Edgar Stewart.  
John Abrom Gurd  
Owen McKay.  
Alexander Morton Robertson.  
Herbert Joseph Bowman.  
Herbert Edward Matthews.

## FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Thomas Daniel Green, D.L.S.  
Frederick Fraser Miller.  
Lewis Redman Ord, D.L.S.  
Bryce Johnston Saunders, D.L.S.  
Archibald William Campbell.  
William Mahlon Davis, Graduate Military  
College.  
Edmund Juchereau Duchesnay, D.L.S.

Abraham Joseph Bartholomew Halford.  
James Williams Tyrrell.  
Frederick Percy Burt, D.L.S.  
George McPhillips, D.L.S.  
James Robertson.  
Henry DeQuincy Sewell, D.L.S.  
Ernest Bolton Hermon, D.L.S.

The Board of Examiners of Land Surveyors, for Ontario meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July, and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday.) Section 6, Chapter 146, Revised Statutes of Ontario.

## PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz : Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms ; correct Spelling and good Writing required.

## FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid ; Plane and Spherical Trigonometry ; Calculations of Areas by means of the Traverse Tables, etc. ; Laying out and dividing up of Land ; the adjustment and use of the Transit or Theodolite ; Astronomy, including the calculations necessary to determine the latitude by meridian altitude of the sun, moon or stars, or by double altitudes ; Method of determining Time ; of finding the time when any star passes the Meridian, with the time of its Elongation ; Azimuth Angle, and Variation of the Compass ; the Method of Keeping Field Notes ;

Drawing up Descriptions by Metes and Bounds for insertion in Deeds ; taking Affidavits in the matter of Disputed Boundaries ; the Law regulating Surveys ; Geology ; and also as to their proficiency as Draughtsmen.

THOS. H. JOHNSON,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.  
DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1885.

#### APPENDIX No. 20.

PORT ARTHUR, ONTARIO,  
December 30th, 1885.

SIR,—I beg to submit the following brief description of the various mines in operation in the Rabbit Mountain Mining Region, a portion of which is incorporated in the Township of O'Connor, which I had the honour of surveying, last summer under instructions from your Department.

All of these mines are situated from twenty-five to twenty-eight miles from Port Arthur, or about twelve miles from Murillo Station, on the line of the Canadian Pacific Railway.

The new Colonization Road, built by direction of your Department, affords constant and convenient access to the majority of these mines at all seasons.

In alphabetical order, the mines are as follows :—

#### FIRST.—BEAVER MINE.—97 T.

This mine at present employs some forty-three miners and is operated by wealthy American capitalists, who are so satisfied with the large amount of splendid silver ore in sight, that they have contracted for the erection of an extensive mill for the treatment of ore on the spot, thereby saving the almost ruinous expense of teaming the same to Port Arthur and shipping from thence to New York.

This is undoubtedly a most valuable and promising mine, with a good strong vein, which has been developed, both horizontally and vertically, by tunnels and shafts to such an extent as to insure a steady industry. The new road passes within less than one mile of this mine.

#### SECOND.—RABBIT MOUNTAIN MINE.

The Rabbit Mountain Mining Company are operating on Mining Locations 39 T and 40 T. A great deal of work has been done here, about thirty-five men being constantly employed.

This was the first discovery in the region and has yielded a large quantity of rich ore, which heretofore has been shipped to New York at enormous expense.

Some of the nuggets of silver found near the surface were several pounds in weight, rivalling the ore obtained from the famous Silver Islet. There is a large quantity of low grade ore in the various dumps, and the Company have stipulated to erect a stamp mill before the snow disappears.

A very comfortable and commodious hotel and store, besides numerous other buildings, make this place quite a village. It has also a Post Office, which is supplied with a weekly mail.



This mine can be reached by either the Colonization Road and a branch road of four miles, or *via* the ferry over the Kaministiquia River and the nine miles of road which the original miners made at great personal expense.

### THIRD.—RABBIT MOUNTAIN, JUNIOR.

Mining Section 57 T, or Rabbit Mountain, Junior, as it is called, is immediately adjacent to the west of the Rabbit Mountain mine. Silver has been taken from the veins, and the owners are sinking a shaft with the view of intercepting the main Rabbit Mountain lode, which, they affirm, dips under this property.

### FOURTH.—TWIN CITY MINE.—96 T.

Considerable work has been done at this mine and many very rich specimens were obtained, as well as a large quantity of low grade ore extracted.

Five miners are at work on this property, the rock from which will probably be treated at the mill to be erected near the Beaver Mine. The new road passes through this property.

### FIFTH.—SILVER CREEK.—140 T.

Little work has been done on this property as yet, although very rich specimens of silver have been obtained from the surface. About five men are now employed at this promising mine, which will also have the advantage of the mill to be erected in the vicinity on Silver Creek. The new road passes through this property likewise.

There are other developements in 95 T and R 48, but not sufficient for extended notice.

All of which is respectfully submitted by

Your obedient servant,

(Signed)

A. L. RUSSELL,  
Provincial Land Surveyor.

Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

# SURVEYORS' REPORTS.

(Appendix No. 21.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF BLEZARD.

PENETANGUISHENE, ONTARIO,

November 12th, 1885.

SIR,—I have the honour to submit the following report on the survey of the Township of Blezard, in the District of Nipissing, surveyed according to instructions dated the 29th of May last.

I proceeded to my work *via* the French and Wah-na-pi-tae rivers, arriving at my starting point, the north-east angle of the Township of McKim on Saturday, the first of August.

I commenced my survey in accordance with instructions by tracing the north boundary of McKim, which had been previously run, and forming the south boundary of Blezard, planting all necessary posts for the corners of lots.

The part of the township wherein lies the best agricultural and grazing lands is found in the following lots and concessions: lots four and five, concession three; at the north-east angle of the township; lot one, concession one, (south boundary); lots five and six, concession two and three, lots one to four, concession five and six, lots nine to twelve, same concessions, and lots nine to twelve, on the north boundary. The lands within the above limits are of a fairly good quality. The soil consists of clay and in some places of a rich sandy loam. It is well timbered with spruce, tamarac, birch, balsam, poplar, cedar and maple, named in the order of their abundance. There are a few scattered pine throughout the northerly part of the township, but it is generally of an inferior kind, mostly scrub. There may probably be a million feet of lumber obtained from the standing timber.

The northerly part of the township is well watered by two streams of considerable size; the one that crosses the west boundary, concession five, is quite a large stream, averaging about forty links in width and having a depth of three to four feet. It is rendered unnavigable even for canoes by obstructions caused by fallen timber, beaver dams, etc. In consequence I did not deem it necessary to make a very accurate traverse of it. There are seven small lakes and one of considerable size with an area of about seven hundred and fifty-six acres in the north-east part of the township.

As will be seen by an examination of the timber map, a considerable area has been devastated by fire.

After a careful examination, I estimate that about 33 per cent. of the township may be considered fit for settlement; its proximity to the Canadian Pacific Railway, Sudbury Junction, a station on that railway, being only three miles south from the south boundary of the township, will make it easy of access to intending settlers. I have been informed that during the past eighteen months several families have taken up lands within the vicinity of the railway, and are, to all appearance, in a fair way of doing well.

The only economic mineral met with during the progress of the survey was a mass of copper ore found on lot five, concession one, a specimen of which is herewith forwarded to your Department. The ridge of rock from which the ore was obtained was found to be intersected by seams having the appearance of an amygdaloidal structure. The general direction of the ridge is north-east and south-west.

There are no hills of any prominence: the township may be considered tolerably level throughout.

The prevailing rocks are granite and gneiss, principally the latter.

The assumed latitude of the south boundary was  $46^{\circ} 32' 27''$  N. The variation was  $5^{\circ} 25'$  W.

Astronomical observations were frequently taken during the progress of the work.

There were no squatters or improvements within the limits of the township.

I have the honour to be, Sir,

Your obedient servant,

(Signed),

F. BOLGER.

Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 22.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF LORRAIN.

HALIBURTON, ONTARIO,  
November 16th, 1885.

SIR,—I have the honour to submit the following report on the survey of the Township of Lorrain, in the District of Nipissing, surveyed under your instructions of 29th May, 1885.

I commenced the survey on the 27th July at the thirty-mile post on the meridian line, which I had just run from my base line of 1881, and carried the three first concessions east to Lake Temiscamingue, laying out lots forty chains in width and eighty chains in depth, and running concession lines east and west and alternate sidelines north and south, astronomically as per instructions.

I then continued the survey north to line between sixth and seventh concessions, thence west to meridian line or west boundary, and thence north and east completing the survey on Lake Temiscamingue, and returning home by boat and canoes to Mattawan and thence by rail.

This is a rough, rocky and broken township, with high hills, and the greater part of it is unsuitable for agricultural purposes.

The south-west part of it, through which runs the Montreal river, is a valuable white pine timber limit; the south-east and whole easterly part has been burnt but still contains a large amount of good red and white pine.

The north-west part contains patches of fair land in places and is comparatively level, timbered with balsam, cedar, spruce, tamarac, white birch, poplar, etc.

The soil on the flats and in the valleys along the north and the whole easterly parts adjoining Lake Temiscamingue is clay, and produces excellent crops, as were seen on the farm of Camille Latour, on lot fifteen, in the second concession.

These clay flats, however, are only of small extent.

As before stated, the south-west part is chiefly timbered with white pine interspersed with balsam, spruce, cedar etc.

The easterly or burnt portion contained red and white pine, with balsam, cedar, in valleys, white birch, poplar, etc.

The north-west part of the township contains much valuable cedar, large white spruce, poplar and other kinds of timber, with a little pine through the whole of it; the cedar, spruce and poplar are the largest that I have seen in any part of Ontario.

The township is well watered by lakes and streams, most of them containing trout, bass, pickerel and pike.

Game is plentiful, and moose were seen in the western part of the township.

The geological formation is the Huronian. The banks along Lake Temiscamingue are generally high, and in many places abrupt and overhanging, affording excellent stone for building purposes.

The magnetic variation I found to average  $7^{\circ} 30'$  West.

The only settler in the township other than the R. C. Mission, is Camille Latour, on lot fifteen, concession two. He has a good farm and valuable improvements, as will be seen by Inspection return.

The R. C. Mission occupies the point opposite Fort Temiscamingue, lots sixteen, concession four, upon which they have erected a church with bell, and a number of other buildings. Their principal farm is in the Province of Quebec, but they also have a clearing on lots sixteen and seventeen, in the second and third concessions.

The climate of this part of Ontario seems to be suitable for both roots and cereals, all these being well advanced on Mr. Latour's farm on the 12th August, when I visited it.

The islands in Lake Temiscamingue, which are of the limestone formation, and upon which there are squatters, grow excellent crops and I saw oats and peas harvested and ready to be taken in on the 5th September, at the Hudson's Bay post on the Quebec side of the lake, while the agent, Mr. Farr, had in his garden tomatoes, corn, onions, carrots, beets, cauliflowers, etc., all well advanced to maturity.

From the northern boundary of the township I could see a large tract of level land around the head of Lake Temiscamingue, which I was informed was excellent clay soil, and heavily timbered, and I have no doubt from what I heard of it, that there are a number of townships there that would be taken up as soon as surveyed, settlement having to some extent already taken place. The present means of access is by the Canadian Pacific Railway to Mattawan, thence up the Ottawa to Lake Temiscamingue, upon which they have steamers. A railway is, however, in contemplation from Callander to the head of the lake and thence to James Bay.

Herewith are plan of survey, timber map, field notes, inspection returns and account.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) A. NIVEN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 23.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF OLRIG.

COLLINGWOOD, ONTARIO,  
December 8th, 1885.

SIR,—I have the honour, in accordance with instructions dated May 29th, 1885, to submit the following report on the survey of the Township of Olrig, in the District of Nipissing.



I commenced the survey on the west boundary from the post at the intersection of the line between concessions B and C, of the Township of Phelps with the said west boundary, and ran a line from this point east astronomically to its intersection with the west boundary of the Township of Mattawan.

This line, which is the division between concessions C and D of Orlig, I made my base, working first from it south to the Mattawan River and Lake Talon, which form the south boundary, then north to the north boundary. I also traversed the south boundary, as well as numerous lakes in the interior of the township. I also retraced the west boundary of Mattawan which I found to bear about a degree west of north throughout the greater part of its course, thus causing a decrease in the width of lot one as we proceed north.

The greater part of the township lies at a considerable elevation above the valley of the Mattawan. A mountain range of from four to six hundred feet high extends all along the south side of the township, following parallel with the river. After ascending this elevation, the country is more level till we pass the dividing ridge and into the valley of the Antoine Creek, where it becomes very broken. There is a considerable portion of good soil extending pretty well across the township from east to west, and embracing concessions D, E, 1, and 2, and if a road were constructed through this part a good settlement would be sure to follow.

In the event of a road being built to connect the Ottawa with Lake Nipissing, the most favourable location through this township would be on the line between concessions E and 1. It could be built here with only a few deviations and, as above stated, would open the best part of the township for settlement. The prevailing timber is maple, birch and balsam, the pine having been mostly cut. I would estimate about fifty per cent. of the area of the township as fit for cultivation.

The only stream of any size in the interior of the township is the Antoine Creek, above referred to. It is about a chain in width and varies from three to ten feet in depth.

There are numerous rapids in its course, some of which have been improved by the lumbermen, who have used this stream for floating their logs to the Ottawa. No economic minerals were met with throughout the survey.

I have the honour to be, Sir,  
Your obedient servant,

(Signed)

E. STEWART,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 24.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF BOWER.

FENELON FALLS, ONTARIO,  
October 24th, 1885.

SIR,—In compliance with your instructions, dated 29th May, 1885, instructing me to divide the Township of Bower, in the District of Nipissing, into farm lots of one hundred acres each, I have to report that I have completed the survey, and beg to enclose the field notes and plan thereof.

In proceeding to the field, I ascended the Muskoka River to its source in Island Lake, and from thence on the line between concessions four and five, Township of McLaughlin, to the east boundary of that township, and locating my camp at the line between concessions two and three, ran the south boundary east to the west shore of the Great Opeongo Lake, and also the line between concessions two and three and four and five; moving my camp east to the line between lots number 15 and 16, running as I went the intervening side lines north to Black Creek. I then moved north on that side line to its intersection with the line between concessions six and seven, and from thence east on the line between concessions eight and nine to the line between lots thirty and thirty-one. I then moved south on that line to the line between concessions six and seven and from there completed the survey of the peninsula, between the east and west parts of the Opeongo Lake. I could not triangulate the lake either on the south boundary, concessions two and three or concessions six and seven, but used the line between lots numbers twenty-five and twenty-six, laid off from the line between concessions four and five, as a base to do the work south of that concession line, and the line between lots numbers thirty and thirty-one, laid off from the line between concessions eight and nine to locate the line between concessions six and seven east of the north-west bay of the lake. I had to adopt this method because the line between concessions eight and nine is the first full one from the south.

As instructed, I have made the south shore of the Opeongo Lake east of the Narrows the southern boundary of the township. I then moved camp north to the south side of Proulx Lake, which lake I assume to be the source of Bonnechere River, and after completing the north-east corner, moved west to the line between concessions twelve and thirteen to lots numbers five and six; thence south on this line completing the survey at Black Creek.

About twenty per cent. of the Township of Bower will make farming land, the largest part of it being south of the line between concessions six and seven, on which the timber is chiefly hardwood, birch, maple and beech, with occasionally a few basswood.

There is a farm, on the peninsula of the Opeongo Lake, containing 121 acres of a clearing, well fenced, with large, substantial dwelling house, barn, stables and other out-buildings, the property of Messrs. Fraser & McCoshin, lumbermen; on it is raised a large quantity of hay, oats, peas, potatoes and garden vegetables, for the supply of their lumber camps, besides pasture for a large herd of cattle and a number of horses. This has also been an ancient Indian fort, the old burying-ground being still easily traced.

The north-west corner of the township, that is west of Rock Lake, has been lumbered over, a large quantity of timber having been removed last winter by McLaughlin Brothers. From this section the timber is nearly all taken. The point on the south-west of the lake and east of side line fifteen and sixteen, is also nearly denuded of the pine timber—it has been cut a number of years ago. No pine has been taken off any of the rest of the township, except round the lakes and also the islands, and will make a valuable timber berth; the pine stands thickly on the ground and is of a large and sound quality. A portion of the north-east corner has been burnt over some twenty-five or thirty years ago. On some parts of it a fine second growth of young maple, beech and birch, is growing up.

The township is well watered, all the lakes being deep and clear, and abounding with the finest variety of fish, and the woods with moose and red deer. My men killed two of each kind during the progress of the survey.

The Great Opeongo Lake is a magnificent sheet of water. The part west of the peninsula consists of two large bays in the Township of Bower, while another extends some four or five miles into the adjoining township. At the south end of the peninsula, it contracts into a narrows between eight and nine chains long and sixty to eighty links wide with deep water and a steady current flowing to the north; beyond the narrows it again widens into a large body of water, extending away into the eighth concession and also east of the east boundary. Its shores in many places, when I was there, and also the islands, were literally blue with huckleberries.

Green Lake is also a lovely sheet of water, of a bright green colour, emptying by a large and good trout creek into the most northerly bay of the Opeongo Lake. Black Creek is also a large stream, which has its source in Hailstorm Lake, in the Township of McLaughlin. It flows for the whole length of its course through an open spruce swamp,

its shores in many places being fringed and its waters overhung with alders. It is a deep, but sluggish stream, and as its name denotes, dark, and is capable of floating timber and logs from near the west boundary.

The easiest means of access to the Township of Bower, at present, is by the outlet of Opeongo Lake.

I have the honour to be, Sir,  
Your obedient servant,

(Signed)

JAMES DICKSON,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 25.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF CLARA.

PETERBOROUGH, ONTARIO,  
November 19th, 1885.

SIR,—In conformity with your instructions, dated 29th of May of this year, to survey the Township of Clara into farm lots, I have the honour to report that I have performed that service, and herewith submit the returns thereof.

The township lies east of the Township of Cameron and west of the Township of Maria, in the Nipissing district, its northerly boundary being the Ottawa River.

Generally parallel to the river runs the old Pembroke and Mattawa Road, at either side of which lots forming concessions A and B were laid out a number of years ago. The rear line of concession B forms the northerly limit of the newly surveyed part. The village of Deux Rivières, twenty miles south of Mattawa, lies close to the river at the junction of the Canadian Pacific Railway and the Pembroke and Mattawa Road referred to, and nearly at the centre of that side of the township.

Beside the railway stations and officials residences, there is a saw mill a short distance from the village, the property of Mr. Peter White, M.P., for that district.

The saw mill is usually kept in operation during the working season. There are a few small stores and taverns, a few tradesmen's shops, in all probably twenty small dwellings, with a population, including railway and mill hands, of about one hundred people.

It is said that timber has been cut in this township and neighbourhood as many as sixty years ago, and during many subsequent seasons large quantities have been taken off. In addition to this continued drain of the pine timber from this section, a fierce fire, which swept over the country some fifteen years ago, completed the destruction, not only of the pine, but of all other timber on the lands, so that now there remains but very little, if any, timber of commercial value to be found in the township.

The only timber seen within the survey consists of a few scattered pines of second or third quality, in the southern three or four concessions; for the rest the township may be said to be utterly destitute of useful or valuable timber of any kind or for any purpose.

From the fourth concession north there is considerable *brulé* and burnt windfall, alternating with open tracts and clumps of young poplars, birches, balsams and pitch pines.

Owing to the absence of solid grown timber sufficient or suitable for good posts, some inconvenience and difficulty were encountered in procuring suitable material at many points for satisfactorily establishing the lines.



Care, however, has been taken to procure the best available material, and good centre posts and pickets have been planted all through the survey.

The surface of the township is generally undulating, and presents but little of really broken country.

There are but a few lakes of any extent. They are fairly well stocked with fish. Those in the southern part flow south-westerly into the Petewawa River; those in the northerly part flow in the opposite direction into the Ottawa River.

Most of the low lands and swamps are now comparatively dry and might, with some drainage, be easily cultivated. The soil in these is rich alluvial, and capable, if well cultivated, to produce a succession of crops.

On the uplands and slopes the soil is mostly of a sandy character, containing, however, at many places a slight admixture of clay. There are places where rock, though not to any great extent, and scattered surface stone are met with, but taking all the rough and waste land in the township, or rather that part of it surveyed by me, into consideration, there would remain, I believe, fully sixty per cent. suitable for cultivation and capable of yielding fair crops of coarse grain and roots, such as are usually grown in that part of the Province.

Trusting this report, accompanying field notes, plans, etc., will be found satisfactory to the Department,

I have the honour to be, Sir,  
Your obedient servant,

(Signed)

J. W. FITZGERALD,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 26.)

## DISTRICT OF NIPISSING.

### MERIDIAN LINE.

HALIBURTON, ONTARIO,  
November 16th, 1885.

SIR,—I have the honour to submit the following report on the survey of a meridian line, in the District of Nipissing, run under your instructions of 29th day of May, 1885.

I left Haliburton on the 15th day of June and proceeded by rail to Mattawa, arriving there on the night of the 16th, and thence up the Ottawa River and Lake Temiscamingue by row-boat and canoes. The trip up the river is a laborious one and not free from danger.

Upon arriving at the Opinicon River, near my base line of 1881, I divided my party, sending four men round by Otter Tail Creek with canoes and supplies, and taking the balance of the party in by the base line aforesaid, a distance of twenty-two and a-half miles from the Ottawa, to the corners of townships eight and twelve, being my point of commencement.

I reached the starting point on the 23rd day of June, and, after obtaining the necessary observations, commenced my line on the following morning and ran north astronomically from day to day until I had, on the 25th of July, gone 36 miles. The survey of the Township of Lorrain was then proceeded with and the remainder of the forty-two miles was run towards the close of the survey of that township.

Commencing at the corners of townships number eight and twelve, and going north, the first two miles is through a tract of fairly good land, with birch, balsam, cedar and spruce timber. Around Boice's Lake, on the third and fourth mile the land is rocky, with pine, balsam and birch.



On the sixth mile, we enter the burnt country, which continues to Rabbit Lake, on the Matabidguan River, on the fifteenth mile; the whole of this distance is a waste, growing up with pine, white birch and cherry, with here and there a few red and white pine bluffs, the granite rock being often exposed for long distances.

North of Rabbit Lake, and up to about the nineteenth mile, the country is broken and rocky but thickly timbered with balsam, birch, cedar, some maple, and spruce, the latter being very large.

On the nineteenth mile we again enter the *brule*, which extends to the twenty-fourth mile. This, like the tract south of Rabbit Lake, is entirely worthless. To the east of a long lake there seems to be a good deal of pine which has been lumbered.

From the twenty-fourth to the thirtieth mile we passed through some pieces of fair land and heavy timber, some good scattered pine being also met with.

Birch, balsam, cedar and poplar is the prevailing timber, and large maple and black birch is the principal timber on a very good piece of land on the twenty-ninth and thirtieth miles.

Along the Montreal River, which we crossed on the thirty-first mile, and as far north as the thirty-fifth mile, there is a large amount of good white pine, and valuable as a timber limit. The country here has been lumbered.

From the thirty-fifth to the forty-second mile the country is comparatively level, with good soil in places and clay in valleys; the timber is generally spruce, balsam, white birch, cedar, tamarac, and a few white pine. A number of rock ridges on the forty-first and forty-second miles.

There is more or less pine timber all through the country through which the line passes, and, generally speaking, there is not much of the country fit for agricultural purposes.

The Matabidguan River seems to be about the dividing line between the Laurentian and Huronian formations, the former being to the south and the latter to the north of this river or Rabbit Lake.

I found no trace of minerals.

The magnetic variation averaged  $7^{\circ} 30'$  West.

Herewith I send plan and field notes of the line, with account, pay list, transport vouchers and diary of survey.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), A. NIVEN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 27.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF CAMERON.

PETERBOROUGH, ONTARIO,  
February 23rd, 1885.

SIR,—I have the honour to report on the survey of the Township of Cameron, performed during the fall of last year, and to submit the field notes and plan thereof. Also a tracing of plan showing the prevailing timber sections within the township.

The township of Cameron lies immediately east of the townships of Boyd and Papineau and south of the Ottawa River, along the shore of which, at this place, runs the Canadian Pacific Railway.

The Pembroke and Mattawa common road, surveyed many years ago, and chiefly used for the transport of supplies, plant, etc., to the lumbering establishments operating on either side of the river, runs also along the south side. Between the road and the river a concession of lots was laid off fronting on the former, and at the opposite side another concession of lots extending back to a rear line. This rear line forms the north boundary of the present survey.

The general character of this section of country, its fitness for settlement, its lumbering and mineral resources and other features, differ so little from those of adjoining townships already surveyed and reported upon, as to render any special description difficult.

So great is the similarity in all its aspects of one township to another, and of all to each other, that a faithful description of any one may, with very little variation indeed, be applied to the rest.

Only rarely it happens that any marked physical difference is met with.

Good land and bad, swamp and uplands, rock and water, variety in timber, etc., form the general characteristics of all, and are found very nearly in the same proportion.

The accompanying field notes give as accurately as possible all detailed information.

Instead, therefore, of reproducing the field notes in this report it will, it is hoped, answer the requirements of the Department, and be found sufficient to give a more general description.

Taking that portion of the township from the south boundary to concession line sixteen and seventeen, it may be described as undulating and rolling, interspersed with swamps, marshes and lakes of limited extent.

Few, if any, hills or steep bluffs have been seen. The swamps yield mostly an average growth of tamarac, spruce and balsam, cedar being scarce and none of any commercial value. The soil usually is a brown or dark loam at bottom, with a covering of light vegetable mould on the top, but occasionally rests on a gravel or stone bed.

On the higher lands and slopes the soil is more varied, in places it is dark, a brown clay and loam on red or white sand, and frequently on what appears to be a mixture of all three. In such circumstances the soil is generally light, though kind and productive and easily cultivated. Tracts where clay predominates are on the uplands mostly, where hardwood prevails. These lands are usually stony, but in many places the stones are of such a size as to admit of being removed and the soil in such cases is firm and lasting. There are occasionally exposures of bald granite rock, and boulders are not unfrequently met with. Probably one-third of this division of the township may be considered suitable for settlement and cultivation, while a very large proportion of the remainder will serve for pasturage, etc.

From the concession line already named to the rear line, the country partakes of the same general character as that described, though containing, perhaps, a somewhat larger proportion of arable land. The soil is principally composed of clay and sand loam, more or less stony, but of sufficient depth and fertility to produce the usual kinds of crops grown in this district.

I think that fully forty to fifty per cent. of this division might be set down as fairly fit for settlement.

Viewing the township as a whole, I would say that 40 per cent. is fit for settlement and, of the remaining portion, a large area will be found suitable for pasturage and other purposes.

Respecting the marketable pine timber much cannot be said of what now remains.

This part of the country has, I understand, been lumbered over for nearly half a century, and to render it still more destitute of pine, a fire swept over it about fourteen years ago, destroying not only the hardwood but mostly all the pine and other greenwoods in its way. At present there are but two tracts in which any pine worth mentioning is found, one in the south side of the township and one on the north; the former partly from concession one to ten, about 20,000 acres, the latter about 14,000 acres. The larger, on the south, is worked by the Messrs. Gilmour & Co., and is brought down the Petewawa

River; the smaller is operated by Klock & Co., who float the logs north by Aumond Creek to its outlet on the Ottawa River, where a saw mill is erected and where the business of Klock & Co. is mostly transacted.

The entire central part of the township, comprising nearly one-half the total area, has been so overrun by fire that, excepting a few isolated patches of green timber, of little value, no timber of any consequence now remains.

In the south and towards the middle of the township, are scattered some pretty lakes, in which are trout, pickerel and other fish. At Klock's mills there is a station of the Canadian Pacific Railway. It is about ten miles south from Mattawa, and now that the railway is open and facilities offered to incoming settlers, it is to be expected that when the lands are thrown open for sale and the country becomes better known, a fair share of immigration will set in and occupy these lands.

As will be seen by the accompanying returns, there are six settlers in the north part of the township having clearings varying from six to 100 acres made on their lots, with improvements to correspond.

Immediately north of the survey in concessions B and A there are, scattered along the old road, about ten settlers, all of whom occasionally reside on the lots, but during the lumbering season find employment in the shanties.

The lines have all been surveyed on the given astronomical bearings, viz., concession lines N.  $69^{\circ} 8' 20''$  E., and sidelines N.  $20^{\circ} 51' 40''$  W., and frequent observations have been taken during the progress of the survey.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), J. W. FITZGERALD,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 28.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF HART.

FARMERSVILLE, ONTARIO,  
December 2nd, 1885.

SIR,—I have the honour to submit the following report of the survey of the Township of Hart, District of Algoma, in accordance with instructions dated July 20th, 1885.

I proceeded by way of the Canadian Pacific Railway to Cartier station on September 7th, and at once commenced operations in searching for the original posts on Provincial Land Surveyor Salter's meridian line. The twelve mile post was found at once, at a distance of about twenty chains from the railway line, and, after several days' work, I succeeded in finding the six mile post, which was to be my starting point, and the south-east angle of the Township of Hart. According to instructions, the south boundary was carried six miles west from this point.

This township forms a part of a small plateau on the height of land, or watershed, between James Bay and Georgian Bay. This plateau has an elevation of some five hundred feet above that of the surrounding country, and from its position caught much of the earlier drift.

While the general formation of the country is rough and hilly, the upper plateau is over both hill and dale, strewn with water-worn boulders many layers in thickness. These boulders vary in size from a few inches to many feet in diameter.



The soil consists of sand and gravel between the stones.

Upwards of thirty years ago there was a good growth of pine timber, the roots of which found nourishment between the boulders. This timber was destroyed by fire about that time, saving a few small patches which chanced to be in protected places. The whole country is now covered with a dense growth of pitch pine, poplar and some white birch, with much fallen timber. The township will not be well adapted for agriculture.

The lakes, in almost every case, are the result of the work of the beaver, which are very plentiful in the south and west part of the township.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), B. G. SAUNDERS,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 29.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF TRILL.

WHITBY, ONTARIO,  
November 9th, 1885.

SIR,—I now have the honour to submit to you my report of the survey of the Township of Trill, in the District of Algoma, surveyed according to instructions from you bearing date May 29th, 1885.

I proceeded to the work by the Canadian Pacific Railway to the point where the railway crosses the Vermillion River, and thence by canoe to the south-east corner of the township.

After having obtained satisfactory observations, I connected the south-east angle of the township with the twelve mile post on Provincial Land Surveyor Salter's second base line, which is the north-west angle of the Township of Fairbank.

I ran the line between lots two and three due north, and made lot number one an irregular lot. The remainder of the township, with the exception of lots number eleven and twelve, I laid out in the usual way, making the lots forty chains wide and eighty chains in depth, with the concession lines running due east and west, and the side lines due north and south.

I found that if I made lot number twelve alone an irregular lot that it would be unusually large, so I divided the overplus equally between lots number eleven and twelve. From one-half to two-thirds of this township is very good land; the soil is mostly light sandy loam, but is of considerable depth. There is heavy clay soil in some places, but only in isolated patches.

Around the lake, which the west boundary crosses, and also near the north-east corner of the township are tracts of fine hardwood bush, which the Indians have used as sugar bushes.

In concessions numbers four, five, and six there is considerable pine, but a good deal of it is scrubby. There is some scattering of good pine throughout the whole township; but in the southern part the timber is chiefly birch, maple, spruce, balsam, tamarac and scrubby pine. There is also considerable black birch and bird's eye maple to be found.

There are some traces of iron and copper, but I saw nothing of much value.

The water of this township nearly all drains into the Vermillion River by a creek which comes from the north, crosses the north boundary in lot number eight and, after having touched every concession, empties into Vermillion Lake, in the fourth concession.



The water from the lakes in lots numbers eleven and twelve goes in a westerly direction, probably to the Spanish River.

The country, altogether, is not particularly hilly or rocky, although there are some high rocky hills in it, especially near the centre of the township.

From the hay that I saw growing on some of the portages, and which had been accidentally sown there from baled hay, I should say this country would produce most luxuriant crops of all kinds of hay that grow in Canada.

I think that this country is better adapted for stock raising and grazing than for farming.

I have the honour to be, Sir,  
Your obedient servant,

(Signed),

W. O. JOHNSTON,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 30.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF LEVACK.

WEST MONTROSE, ONTARIO,  
October 27th, 1885.

SIR,—I have the honour to submit to you my report of the survey of the Township of Levack, in the District of Algoma, in obedience to your instructions dated May 29th, 1885.

I reached the post planted at the north-west angle of the Township of Balfour on the first day of July, and, after obtaining an observation of Polaris at that point, ran west till I met the east boundary of the Township of Cartier, which I found to be distant from the south-east angle of the Township of Levack five hundred and twenty-one chains and fifty links, being an overplus of forty-one chains and fifty links. Of this overplus I made lot thirteen and planted posts for the same all through the township.

Owing to the extreme roughness of the south boundary, I found in blocking out that I had varied about one degree to the north from lot number three.

I began sub-dividing the township at lots numbers ten and eleven, where I ran astronomically north three miles, planting posts for the concessions every eighty chains. I then worked east, taking the south half of the township with me, then north, and finished on the northwest corner.

I cannot report the Township of Levack as being well adapted for agricultural purposes, being very much broken by high rocky ridges. The soil is a light sand and gravel, which is found particularly on lots seven, eight, and nine in the first concession, and on lots nine, ten, eleven, twelve and thirteen in the sixth concession, but so hemmed in by rock ridges as not to invite settlement.

Part of the township is a brûlé grown up with small pitch pine and poplar. The balance of the township, except that shown on the timber plan as pine and tamarac is mixed timber—pine, spruce, tamarac, balsam, poplar, birch and maple.

The pine on that part of the township shown as pine land on the timber plan is of good quality, being large, straight and sound.

The Onaping River enters the township on lot number ten, in the sixth concession, flows southerly through lots numbers nine and ten in the various concessions and leaves the township on lot number nine, in the first concession.

It is a rapid stream with many chutes and falls.

All the lakes of any importance met with in the course of the survey were traversed. There are no settlers in the township. Trusting this report, together with the field notes and plans, may be found satisfactory,

I have the honour to be, Sir,  
Your obedient servant,

(Signed)

C. D. BOWMAN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 31.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF CASCADEN.

WINDSOR, ONTARIO,  
October 28th, 1885.

SIR,—I have the honour to submit the following report of the survey of the Township of Cascaden, in the district of Algoma, surveyed according to your instructions, dated May 29th, 1885.

I proceeded, by way of the Canadian Pacific Railway, to the crossing of the Vermillion River, in the Township of Balfour. Here I took canoes, and proceeded down the river to the base line run by Provincial Land Surveyor Salter, in 1857.

I followed this line west until I came to the post marked XII miles, which I was instructed would be my starting point, and likewise the south-east angle of the township.

After taking an observation of Polaris I ran my east boundary due north six miles as per instructions.

After running my east boundary as stated, I returned to the south-east portion of the township in order to survey the interior. I then worked westward and northward until the survey was completed. I did not find Salter's post at the intersection of the base and meridian lines; neither did I find his VI mile post on the meridian line. These posts were undoubtedly destroyed by fire.

I found very little good land in this township, the country being very hilly and rocky, and the soil sandy.

The greater part of the township has been run over by fire years ago, and is now grown up with a dense growth of small poplar, birch, spruce, pitch pine, etc. The largest tract of green timber left is in the south-eastern part of the township, extending across lots numbers one to seven, inclusive, on the south boundary, and then running in a north-easterly direction, through concessions one, two, three, four and five, to Windy Lake.

The timber being birch, poplar, spruce, balsam, maple and a few good pine, but too scattered to be of any commercial value.

The township is well watered by numerous small lakes, the water being generally clear and deep, and apparently containing few fish. A great many of these lakes have no apparent outlet.

The geological formation is gneiss, and although no indication of valuable minerals was discovered, yet I frequently found considerable disturbance of the magnetic needle.

The Canadian Pacific Railway crosses the north-east corner of lot one, in the sixth concession, upon which there is also a siding and a small house, occupied by the railway section men.

I found no settlers.

As the Township of Dowling had not been surveyed when running my east boundary, I am unable to show the intersection of the concession lines of this township with the outlines of my township.

Accompanying, you will find field notes, plans and other returns, which I trust will prove satisfactory.

I have the honour to be, Sir,  
Your obedient servant,

(Signed)

JOSEPH DE GURSE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 32.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF DOWLING.

INGERSOLL, ONTARIO,  
October 30th 1885.

SIR,—I have the honour to submit to you my report of the Township of Dowling, in the district of Algoma, surveyed according to your instructions, bearing date the 29th day of May, 1885.

I travelled from Ingersoll by the Canadian Pacific Railway to Sudbury, and from there to the Hudson Bay post at White Fish Lake, getting my camping outfit which I had left at the post since 1884, and engaging Indians, from the village there, that I have had on surveys before. We paddled up the Vermillion River in canoes to where it crosses the east boundary of the Township of Fairbank.

Commencing where instructed, at the intersection of the fifth and six concession lines with the east boundary of the Township of Fairbank, I ran a line due north, without blazing, until I struck Salter's base line. This line which I had run due north not striking the south-west corner of the Township of Balfour, finding the distance I was away, I returned and ran a well blazed new line, bearing N. 6° 7' E. to the south-west angle of the Township of Balfour.

The notes of this line I enclose with the plan, etc., of the township of Dowling.

From the south-west angle of the Township of Balfour, I retraced Salter's base line for my south boundary to his twelve mile post, following the old blazes and cutting it out properly, where necessary in order to chain.

My posts are planted on this line, as shown in my plan. Finding it not very straight, and bending southward from due west, I proceeded to the post on the west boundary of Balfour, between the first and second concessions. Finding it eighty chains from my south-east corner, I ran a line due west to act as a base, and the other concessions I ran in the same way, due west, parallel to this line.

The distance across my township being between thirty and forty chains over six miles. In the first, second and third concessions, I planted posts for thirteen lots; the fourth, fifth and sixth concessions, on the west side being much broken by Windy Lake, I did not plant posts for thirteen lots, but only for twelve lots. I made a careful survey of



the rivers, and that portion of Windy Lake within my limits. Windy Lake is a fine body of water, said to contain plenty of fish, including trout, black bass, etc. Its shores are very irregular, being also rough and rocky.

The township, on the whole, is not, although being rough and mountainous, badly suited for agricultural purposes.

The hills in general form a kind of broken chain, which run in a north-easterly and south-westerly direction, leaving on both sides of it two valleys or partial plains, which can be easily cleared, and could be made, from their close proximity to the Canadian Pacific Railway, profitable farming settlements.

About twenty-five per cent. of the area of the township is capable of being cultivated to advantage and could be readily converted into stock raising or root growing farms.

The soil is generally clay and sandy loam, and the prevailing rock formation is clay slate, which is crumbling away and annually becoming more pulverized, and for this reason, the south and east sides of hills which are not too abrupt, would make admirable pasture lands.

There is very little pine in the township. The timber mostly met with and in greatest abundance is birch and poplar, and the remaining species occur in the following order:—white birch, balsam, spruce, tamarac, maple, cedar, ash and ironwood, and in the sixth concession, part of which has been burned over some years ago, a thick undergrowth of balsam, birch, poplar, hazel and alder.

There are two rivers running through the township, the Vermillion and Onaping, the former running through the south-east portion and cutting the third, second and first concessions, and the latter touching the fifth concession first, and running south-west to about the centre of the third concession, and then north through the fourth, fifth and sixth concessions.

The Vermillion River is moderately deep, and the current slow, while the Onaping River is shallow, and has a very swift current. Both these rivers are tortuous in their course.

There are no falls on the Vermillion in its course through this township which would be of any importance as water power locations; but on the Onaping there are three which could be readily utilized for such purpose.

High Falls, on the Onaping River, and so named by the Canadian Pacific Railway Company, is the most important.

It is very close to the Canadian Pacific Railway, and is situate on lot number seven, concession four, twenty chains north of the line running between concessions numbers three and four.

The fall is about eighty feet, and the width of the river at the top is about one chain, but widens at the drop to several chains.

The next fall of importance, is found by following the course of the river to lot number eight, concession six.

This fall is about ten feet deep, and from these could be derived excellent water privileges. There is also between this and High Falls a smaller one, which is about eight feet, and is situate about twenty chains north-west of High Falls, and adjacent to the Canadian Pacific Railway.

The best land in the township is met with on the banks of the Vermillion and the Onaping Rivers. On the former, in lots numbers four to ten in the first concession, and lots one to ten in the second concession, is decidedly the most promising locations for agricultural pursuits. The surface may be practically called level, and the soil is a rich alluvial deposit, which, if properly cultivated, ought to yield either grain or root crops, which would fairly compete with any in the market. This tract can be easily cleared, and as well as having the advantages of water navigation, it also has the benefit of being close to the Canadian Pacific Railway, which is certainly a great boon, and very convenient for disposing of any superfluous products.

On the Onaping River, also, there are similar inducements to those mentioned, and are situate on lots numbers one to six in the third concession, numbers four to ten in the fourth concession, and numbers five to twelve in the fifth concession.



There are no minerals so far as I have seen in the township, but as it is for the most part covered with forest, there may possibly be some traces of mineral which are not at present apparent.

I have the honour to be, Sir,  
Your obedient servant,

(Signed)

W. R. BURKE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Comissioner of Crown Lands,  
Toronto.

(Appendix No. 33.)

## COUNTY OF RENFREW.

### RESIDUE OF THE TOWNSHIP OF NORTH ALGONA.

EGANVILLE, ONTARIO,  
November 20th, 1885.

SIR,—I have the honour to submit the following report on the survey of the residue of North Algona, in the County of Renfrew, in accordance with your instructions dated 29th May, 1885.

I began operations by tracing out and reblazing the line between concessions five and six; then, after observing Polaris, I proceeded to run the line between lots fifteen and sixteen, producing said line to the north boundary, starting from an old post planted by Provincial Land Surveyor O'Hanly. The remainder of the work was then carefully finished according to instructions, taking observations where necessary.

This township is very much broken by steep rocky hills, some of which are fully three hundred feet above the Bonnechere River.

The soil is a light, sandy loam, stony and rocky in places.

Large beaver meadows are numerous, and in nearly every instance admit of easy and permanent drainage.

Good water was everywhere met with.

The largest lakes are Ratray's, Dan's, Johnson's, and Lower Long Lake, the latter being the headwater of Cochrane's Creek, a stream of considerable size, which flows south-easterly across the township. It has an average width of about ten feet, and a depth of about four feet, with a strong current.

Reservations for roads were left around all lakes when crossed by concession or proof lines, but none were left along Cochrane's Creek or the Bonnechere River.

This township has been overrun several times by forest fires.

Very little green timber is to be found, especially in the north-western portion.

Nearly all the marketable pine has been cut or burnt. What is left is very scattered and of an inferior quality.

Hardwood was only found in small patches of a few acres in extent.

The eastern portion of the township has escaped fires for a few years and is now covered with a dense growth of young poplar and birch, from six to twelve feet in height.

Swamps of tamarac and cedar are numerous but small in area.

I consider about twenty per cent. of the township arable land. A large percentage of the remainder is particularly adapted for grazing purposes.

The Eganville and Bonnechere and Eganville and Hagarty Roads, were traversed and posted, in accordance with instructions.

Rock exposures were constantly met with, all being granite and gneiss. No minerals or peculiar rock formations were found.

A large area has already been taken up by squatters, some of whom have gone in since the survey was completed, while others have large and well-improved farms, having been living there for periods varying from six to sixteen years.

Herewith I send field notes, plan of survey, etc.

I have the honour to be, Sir,  
Your obedient servant,

(Signed),

FRANK PURVIS,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 34.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF CARTIER.

CLINTON, ONTARIO,  
November 14th, 1885.

SIR,—I have the honour to submit the following report of the survey of the Township of Cartier, Algoma District, under instructions bearing date May 29th, 1885.

The Township of Cartier is situated on the Canadian Pacific Railway, four hundred and seventy-eight miles from Montreal and three hundred and fifty-eight miles from Ottawa.

The railway enters the township about one-half mile west of the south-east angle and leaves the township about the same distance east of the north-west angle.

The surface of the township is very much broken by high rocky hills, with generally rocky swamps in the valleys. Very few lakes of large size are met with, and being situated near the head waters of the Vermillion River, the creeks are not large and most of them that I crossed with the lines of the township were of soft water.

As will be seen by the timber plan accompanying the returns, most of the township has been burned over at different times, and very little valuable timber left standing.

Throughout the old *brule* scattered pine may still be found, and the same holds out in the green districts in the centre and south-east parts, but there is not anything like sufficient for a timber berth. In the green districts in the northern part of the township, especially the western portion of such district, large red and white pine are quite numerous, but on account of the smallness of the tract in Cartier, it would be well to include it in the township unsurveyed lying north, in which pine seems to be more plentiful.

The burned districts are thickly overgrown with pitch pine, poplar, birch and cherry, varying in size from two inches to four inches in diameter. The districts not yet burned are timbered chiefly with poplar and white birch, the latter predominating.

In prosecuting the survey I made the lines between lots four and five and eight and nine the basis of the township, to which, and from which I intersected the concession lines.

I noted the intersections of the Canadian Pacific Railway with all the lines, but on account of the numerous lines run around Cartier Station, none of which coincided with the boundaries shown on the sketch sent me, I could not, with any degree of certainty, place on the plan the areas of the lots broken by the block applied for by the Canadian Pacific Railway Company. I have, however, sent in a sketch showing the size of the different blocks surveyed by them and the areas of the lots broken by the larger of the said blocks.

The chains used on this survey were Chesterman's steel band chains, and I endeavoured to have the chainage done with as much accuracy as possible considering the roughness of the country.

The concession lines were run due west, astronomically, and the side lines due north, astronomically, in accordance with instructions. I observed for the azimuth the Pole star (Polaris) on several occasions, and the variation of the needle shown on the plan is a mean of the variation found from the different observations.

No minerals of economic value were met with.

In retracing Salter's old line, I found stumps at the south-east angle of Cartier, and having re-run the first mile across concession one, I again found some traces of the line. I had also found some blazes and stumps between concessions two and three when that line was run out to the west boundary, but there was no indications of the old line between concessions one and two and two and three, and also none between the last mentioned concession line and the line between concessions four and five, where, in a small piece of green timber, several old stumps and blazes were found. The old line had been opened up and re-blazed across concessions five and six by Provincial Land Surveyor McPherson when surveying for the Canadian Pacific Railway Company.

I failed to find either of the posts on this line referred to in my instructions, viz., the VI. mile and the XII. mile, although I made diligent search for them.

There were no actual settlers in this township devoting themselves to agriculture.

The Canadian Pacific Railway Company have erected dwelling houses at Cartier Station for their own employees.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), H. B. PROUDFOOT,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 35.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF BALDWIN.

TORONTO, ONTARIO,  
April 6th, 1885.

SIR,—I have the honour, in accordance with instructions from your Department dated at Toronto, May 23rd, 1884, to submit the following report on the survey of the Township of Baldwin, that is to say:—

I sub-divided the township during the months of September and October following the date of the instructions. The lines throughout were traced by the aid of solar instruments and measured with continuous steel bands.

The Algoma Mills branch of the Canadian Pacific Railway, as partially constructed, crosses the south-eastern portion of the township.

Spanish River runs easterly across the northern part. The river here is very rough with many rapids and falls, and as may be seen by referring to the returns, numerous islands occur in the river, some of them being of quite large extent.

Very few lakes are found for this part of the Province, there being less than five hundred acres of water in all, including the river surveyed.

Swamps are comparatively abundant, covering a considerable area, more particularly in the southern sections of the township.



Rocky hills and mountains of rather rugged description break the surface a good deal.

Soil is generally a clay loam of good quality and valleys and patches of good land are frequent.

In the portion of the township convenient to the railway, good inducements are offered and settlers in Canada might do worse than locate in this township. Over the northern and north-western parts, and where the timber has escaped the fire the surface is not so broken, and as soon as facilities of access are afforded, will become quite eligible to the agriculturist.

Fires have pretty generally overrun the southern part of the township, comprising concessions one and two, lots one to eight inclusive, in concessions three and four, and about half of the same lots in concession five. This burned portion presents a very bushy appearance, with logs and windfall, overgrown with poplar and hardwood underbrush, and with patches of green timber in a few places remaining. A good growth of pine and hardwood must formerly have covered the upland portions of this section, but little pine of any value now remains, lumbering and fires having removed or destroyed it. The other portions lying north and west of this burned part are covered more with maple and other hardwoods, mixed with some pines of good quality worth removing for commercial purposes.

No valuable minerals were discovered during the survey.

There are no improvements except the railroad before mentioned.

The plan and other returns are herewith enclosed.

I have the honour to be, Sir,

Your obedient servant,

(Signed),

G. B. ABREY,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(*Appendix No. 36.*)

## DISTRICT OF ALGOMA,

### COUNTY OF NAIRN.

TORONTO, ONTARIO,

February 3rd., 1885.

SIR,—I have the honour, in accordance with instructions dated July 16th, 1883, to submit the following report of the survey of the Township of Nairn :—

I proceeded to the survey of the said township in the fall of the year of the date of the instructions, and re-opened and measured its western boundary across concessions one and two, and ran the line between said concessions one and two, easterly across the township. I also re-opened and measured its eastern boundary across said concessions one and two, and did some traversing of the waters within the township, that, owing to the lateness of the season, the work was stopped for that time.

During the summer of 1884, I completed the survey of the township, and transmit herewith the field notes, and other returns of the same.

The western boundary of the township was previously run by Provincial Land Surveror W. Beatty, and I would remark that across a portion of concession number four the old line could not be traced, and when connected across, the direction was quite different to that expected.



The Algoma Mills branch of the Canadian Pacific Railway crosses the township in a north-east and south-west direction. Its location is shown on the accompanying returns.

Spanish River runs south-westerly across the township. This river crosses, also, near its north-westerly angle.

The easterly branch of the same stream, known as the White Fish, or Vermillion branch, crosses a portion of the south-easterly part of the township; the portion of it lying within this township being expanded into a lake of considerable area. The stream assumes the form of a river a short distance beyond the boundaries in both directions.

Besides these waters described, several unimportant lakes and ponds were met, and shown on the returns.

Spanish River would afford extensive water power at the falls, near the eastern boundary of the township.

There is quite an extensive tract of sandy level land occupying the central portion of the township in the river valley. This afforded an easy route over that part of the Canadian Pacific Railway. Aside from this useful purpose, the flat possesses but little value, the soil being a light sand, and, where not burned, the timber is Norway pine, chiefly, and quite too small for timbering purposes. Outside of this level portion, the country is very rough and rocky, generally; very little is suitable for agriculture.

No valuable minerals, nor traces of any, were seen throughout the survey.

This whole country a few years ago was a pine forest. Now very little timber of any value remains. Fire has overrun the whole, and destroyed it. The dead and blackened trunks of large white pines are seen standing and fallen over every portion. At present a thick and dense, growth of small poplars, &c., is sprung up, and covers the ground everywhere.

A very small patch of timber, that was but partially destroyed by fire, remaining near the railway near the western boundary of the township, has been cut and made use of by the railway company.

A few marshy swamps show, here and there, of unimportant extent, most of which have been caused by flooding made by beaver dams.

No cedars worth mentioning were met with.

Beyond the sandy flat above described, no one part differs from the other, in regard to its timber.

No settlement or improvements exist, except the railway, and a few temporary buildings (now deserted), that were occupied by the railway company, during the construction of the railway.

I have the honor to be, Sir,  
Your Obedient Servant,

(Signed)

G. B. ABREY,  
Provincial Land Surveyor.

The Honorable T. B. Pardee,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 37.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF GOULD.

PARRY SOUND, ONTARIO.  
November 24th, 1885.

SIR,—I have the honor to report that I have completed the survey of the Township of Gould, agreeable to instructions received from your office, dated May 24th, 1885.

I commenced the survey of said township, by tracing out and chaining the west boundary, from the south-west angle northward, to the line between concessions two and

three, where I took an observation of Polaris, on its eastern elongation, on the night of the 2nd of September, and surveyed the line between said concessions, east astronomically. After running said line across the township, I surveyed concessions one and two, making concession two the regular depth of eighty chains, and leaving concession one irregular, owing to the south boundary not running due east. I then ran the line between lots six and seven north astronomically, and ran the several concession lines at right angles thereto, as I proceeded northward, leaving the sixth concession bounded on the north by Salter's base line, over one hundred chains in depth.

The Mississaga River, which drains about three-quarters of the township, passes across the south-west corner; the waters in the fifth and sixth concessions empty northward into a large lake, which lies about ten chains north of the township.

A small portion of the township lying north of Cummin's and Chub Lakes has been burned over, and is grown up with a dense growth of poplar.

The greater part of the township is timbered with hard wood, and a few scattered pine, excepting the numerous small swamps scattered throughout, and are timbered with cedar, spruce, balsam, and birch—cedar prevailing.

That portion of the township lying on the west shores of Cummin's Lake, and lot one throughout the township, comprise the greater part of that which is fit for settlement; the other parts, although well timbered, and with very little exposed rock, are light and stony.

Cummins's Lake is about two and one-quarter miles long, with an average breadth of almost one mile, the water of which is as clear as that of the Georgian Bay, with as fine lake trout and white fish as I have seen in any inland lake on the north shore.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

DAVID BEATTY,

Provincial Land Surveyor.

The Honourable T. P. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 38.)

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OF O'CONNOR,

PORT ARTHUR, ONTARIO,

October 21st, 1885.

SIR,—In accordance with instructions from your department, I have laid out the new Township of O'Connor, about twenty miles south-west of Port Arthur, in the district of Thunder Bay, and beg to submit the following brief report thereon:—

*Soil.*—Almost the whole of this township, which comprises 26,965 acres, consists of a heavy, rich grey clay loam, free from stones, and well adapted to the growth of wheat, and other cereals. But very little rock is visible, except on the north and south boundaries, that on the former being gneiss, and on the latter trap. In fact nine-tenths of the land may be termed good agricultural land. A glance at the accompanying plan will suffice to show that the whole township is remarkably well supplied with water, even in the driest seasons.

In the larger of the streams are to be found an abundance of brook trout, which, with the numerous partridge, rabbit, bear and moose, constitute all the game met with.

*Timber.*—The whole township is thickly timbered, that on the southerly three concessions being chiefly jack pine and poplar, and on the north, birch, with an occasional mixture of spruce, tamarac, cedar, etc.; a few white pine were met with on the western

boundary, and western part of the north boundary. The cedar, cottonwood, and white pine are of good dimensions. The northern portion of the township has been overrun by fire, leaving both standing and fallen timber, with a dense undergrowth which seriously impeded the progress of the survey.

*Roads.*—The new colonization road from Murillo station on the Canadian Pacific Railway to Whitefish Lake, which passes through the south-eastern part of the township will, when fully completed, afford easy access thereto. The line of the projected Thunder Bay Colonization Railway also traverses the township, and will doubtless, ere long, bring these lands within easy and rapid connection with the markets of Port Arthur and the east.

All the available land in the Township of Oliver being taken up, settlers have crossed the Kaministiquia River, and settled north of the Township of O'Connor. These people are anxious to have a new township surveyed, which will include their improvements, or that a strip fronting the river be laid out as an addition to Oliver Township.

A detailed plan of my survey on a scale of forty chains to the inch, and a tracing thereof, showing in color the prevailing timber, also the field notes and accounts, are transmitted herewith.

I have the honour to be, Sir

Your obedient servant,

(Signed)

A. L. RUSSELL,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 39.)

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OF GILLIES.

BELLEVILLE, ONTARIO,  
December 31st, 1885.

SIR,—I have the honour to report that, in accordance with your instructions, dated the 29th of May, 1885, I have completed the survey of the Township of Gillies.

I reached the scene of my operations in the latter part of July, and found that Mr. Russell, who was surveying the Township of O'Connor, had already surveyed the northern boundary of the Township of Gillies, so that it was unnecessary for me to fulfil that part of your instructions referring to the establishment of the north-east corner of the Township of Gillies.

I found that the post planted by Mr. Russell between lots numbers four and five on his southern boundary was exactly correct for the corresponding lots in the Township of Gillies. I took an observation at this point and ran my side line between lots four and five south, at the distance of one mile. I started concession line five and six, and ran eastward two miles. I then ran my eastern boundary, and commencing each of the concession lines ran them westward, at the same time running my several side lines as I moved along. I next completed my southern and western boundaries, thus establishing the eastern boundary of the Township of Lybster.

It appears from a tradition of the Indians, that this whole section of country was overrun by a very destructive fire some sixty or seventy years ago, and all the timber of



that date destroyed. This is borne out by the fact that all the present timber is a second growth of poplar birch, spruce, tamarac and jack-pine, of about an age to correspond with the tradition. No old full-grown forest trees are anywhere to be found, except a few moderate sized white pine along the base of the mountain range which extends east and west through the Township of Gillies, chiefly on the third concession. A further evidence of this great fire is the charred remains of large old trees, frequently found, and the almost entire absence of the black vegetable mould always found overlying the soil of other forests.

The poplar, spruce, tamarac, etc., is of a thrifty growth in the Township of Gillies, in some places being from ten inches to a foot in diameter, and generally very tall.

The jack-pine is a tree peculiar to this region, and is found here in groves of hundreds of acres in extent; it varies in size from five inches to a foot in diameter, and is suitable for small building timber, and railway ties, and the larger trees would even make good lumber.

The geological formation prevailing in the Township of Gillies is the Cambrian, and the most common rock is a dark coloured clay slate, containing more or less iron.

This rock is present all through the township, but is overlaid in the low-lying level tracts by a deep layer of clay soil, formed, I suppose, from the disintegration of the slate. Where a hill or cliff of any considerable height occurs, this slate rock is generally capped by thick beds of trap rock.

In the southern portion of the township are many large detached hills, which are composed of slate rock up to within fifteen or twenty feet of the top, and are then capped with perpendicular edged beds of trap which lie horizontally on the slate; the slate part of the hill-side always makes a slope of about forty-five degrees, but the trap is always perpendicular, giving to the hills that peculiar appearance noticeable at Pie Island, McKay's mountain, and other hills around Thunder Bay.

Mineral veins of calc spar, fluor spar, and heavy spar, containing native silver silver glance, galena and zinc blende, have been found in this section of the country, and a great deal of excitement prevailed last summer amongst miners and prospectors in this neighbourhood.

In the Township of Gillies, however, no actual mining was carried on this season, except a small opening made on mining location 95 T, but very promising veins are said to exist on the locations at the north-east corner of the township, notably the Twin City vein on location 96 T.

At Rabbit Mountain, a little east of the Township of Gillies, extensive mining operations are being carried on, and I was shown some fine specimens of silver taken from the vein there.

I found traces of magnetic iron ore in several places in the Township of Gillies, and I am of opinion that iron exists in this section in large quantities.

Mining was carried on this year at a great disadvantage, as there was no road leading to the mines except a sort of trail made by the miners; but the Government road being built was progressing rapidly at the time I left, and will be a great boon to the miners and settlers.

There is a large quantity of good land in the Township of Gillies, in fact, almost all that portion lying north of the before mentioned mountain range on concession three may be considered fit for farming purposes. The soil here is a strong clay, and very little rock shows near the surface. South of this range the country is more broken, but many good tracts of land are to be found even here.

On the whole the Township of Gillies contains more good land than any other township I have ever seen in the backwoods of Ontario, and if the severity of the climate does not form an impediment to the raising of crops, I believe there is going to be a large field for settlement in this section, as outside the township surveyed there are thousands of acres of equally good land.

There are no lakes in the Township of Gillies, and no streams of any size, except the White Fish River; in this river and in many of the small brooks, speckled trout abound.



There are no red deer apparently in these woods, but I saw a great many moose tracks, and I was told that these large animals are tolerably plenty here. Partridge are very abundant and in the burnt plains, in the southern part of the township, prairie chickens are numerous in the fall.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) THOMAS O. BOLGER,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 40.)

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OF LYBSTER.

Belleville, Ontario,  
December 31st, 1885.

SIR,—I have the honour to report that, in accordance with your instructions, dated the 29th day of May, 1885, I have completed the survey of the Township of Lybster.

In surveying the Township of Gillies, I had run the line which forms the eastern boundary of the Township of Lybster, and planted the posts from which the several concession lines should commence.

I commenced the survey of the Township of Lybster by taking an observation at the south-west corner of the Township of Gillies, and ran a line due west for the southern boundary. I then moved northward running the several side lines from the south, and the concession lines westward, always terminating each line where it intersected the boundary of a location. I then moved westward along concession lines five and six to the western boundary.

In this manner I completed all the lines and tied in my work on the several locations.

I found that the Township of Lybster must have been overrun by the same fires that destroyed all the original timber in the Township of Gillies as here too, the forest is all a second growth of sixty or seventy years old, but, for some reason, the trees in the Township of Lybster are not so large and thrifty as in the Township of Gillies.

Jack pine, poplar, spruce, tamarac, birch and balsam, with some balm of Gilead, are the prevailing kinds of timber, none of them being large enough to be of much marketable value.

The geological formation in the Township of Lybster is about the same as in the Township of Gillies, the slate being present in all parts of the township, except in the vicinity of the north-west corner, where it appears to me the Laurentian formation comes in, as the rocks in this section are of a granitic nature and the slate is entirely absent, and the soil changes from the clay of the other part of the township into a sandy loam.

Some silver yielding veins have been discovered on some of the mining locations in the Township of Lybster, and when I was there somewhat extensive mining operations were being carried on on mining location R 54, where a large vein exists, from which some magnificent specimens of native silver and argentite were taken.

There were also some mining operations in progress in mining locations R 95, R 64, and R 110, but I cannot say with what results.

It is most probable that silver exists in this section of the country in paying quantities, but so far mining is in its infancy here, and no thorough tests have as yet been made.

In all that portion of the Township of Lybster lying south of the locations, there is a remarkable disturbance of the magnetic needle, which must be caused by the presence of magnetic ore in large quantities.

This disturbance occurs all over this part of the township, even in places where the clay soil is apparently very deep, and where no rock of any kind is visible.

On some of the hills in this vicinity I found some very good indications of magnetic iron ore. The magnetic ore in these townships seems to be of a cleavable nature and differs in appearance from the ores of the County of Hastings.

As will be seen from the plan of the township, there are somewhat over six thousand acres taken up by mining locations, but on most of them nothing has been done.

The land in the Township of Lybster is almost, if not equally as good, as in the Township of Gillies, and there is fully seventy-five per cent. fit for settlement. The soil is a heavy clay, and except in the sixth concession is very free from stone.

It may be that this clay soil in the Townships of Gillies and Lybster is of too heavy a nature for the successful growth of crops, as I do not think that farming has ever been tried on this kind of soil in this region, as the settlements in the Township of Oliver are of a different formation; and again it may be that the climate is too severe, owing to the summer frosts. I think these questions ought to be tested by experiment, as, if farming can be successfully carried on in this climate, there is an immense amount of land fit for settlement.

With the exception of the miners on the above-mentioned mining locations, there are no settlers in the Township of Lybster, but the mining population, during the summer, amounted to about one hundred, besides a number of explorers.

There are no lakes in the Township of Lybster, except a few small ponds on the head waters of Silver Falls Creek, and the White Fish River is the principal stream. Speckled trout are present in all the larger brooks.

Moose appear to be more frequently met with than in the Township of Gillies, and partridge are equally plentiful.

I have the honour to be, Sir,  
Your obedient Servant,

(Signed),

THOMAS O. BOLGER,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 41.)

## COUNTY OF RENFREW.

### RESIDUE OF THE TOWNSHIP OF FRASER.

PEMBROKE, ONTARIO.  
December 15th, 1885

SIR,—I have the honour, in accordance with your instructions, dated 29th May, 1885, to submit the following report of the survey of the residue of the Township of Fraser:—

I commenced the survey by retracing and measuring the line between concessions eight and nine, which had been run and posted by Provincial Land Surveyor Robertson in 1854, from the eastern boundary of the township. The line was visible there, but the posts had been destroyed by fire. I planted new posts, and re-opened the line thence westerly, planting posts at the corners of the lots, as the original posts had been all destroyed, till I came to lot five, where a stump was pointed out by the settlers as the post

between lots four and five, the tree having been marked as a post; a fallen tree was also found marked as a post between lots five and six. The settlers on the adjoining lots had been guided by these posts in making their improvements.

The distance from the eastern boundary to the post thus found, between lots five and six, was two chains and seventy-four links in excess of the regular width of five lots. I, therefore, decided to run my side road lines from the posts originally planted for side roads on this concession line, northerly and southerly, wherever they could be found, so as to make the blocks of uniform width throughout the length of the township; otherwise, if I made the lots of the regular width in the other concessions, there would be jogs where the side road lines in the eighth and ninth concessions intersected them.

I observed Polaris, eastern elongation, and, commencing on the line between concessions eight and nine, at the fallen tree before mentioned, marked as a post, I ran the line between lots five and six, thence N.  $20^{\circ} 51' 40''$  W., planting posts at distances of 100 chains for the alternate concessions to the northern boundary of the township. At that point I also planted posts, as the original posts had been destroyed. Returning to the line between concessions eight and nine, I retraced and measured that line westerly, from the line between lots five and six, to the line between lots twenty and twenty-one, that being the westerly limit of my survey. All the posts on the line had been destroyed by fire; I planted new posts, making the lots twenty chains in width, till I came to lot twenty. The distance from the line between lots five and six, to the line between lots twenty and twenty-one, was seven chains and sixty-nine links in excess of the regular width of the lots, which gave to lot twenty a width of twenty-seven chains, and sixty-nine links. I then continued the line between lots five and six, from the line between concessions eight and nine, S.  $20^{\circ} 51' 40''$  E., planting posts at distances of 100 chains for the alternate concessions to the southern boundary of the township, where I planted posts, the original posts having been destroyed. I ran the concession lines from the line between lots five and six, N.  $69^{\circ} 08' 20''$  E. to the eastern boundary of the township, and S.  $69^{\circ} 08' 20''$  W. to the line between lots twenty and twenty-one, except the line between concessions two and three, and the line between concessions fourteen and fifteen, which I ran to the western boundary of the township. The line between lots ten and eleven, and the line between fifteen and sixteen were run from the line between concessions two and three S.  $20^{\circ} 51' 40''$  E. to the southern boundary, and N.  $20^{\circ} 51' 40''$  W. to the northern boundary, producing them northerly from each concession line to the next, as those lines intersected them, the line between lots twenty-five and twenty-six was run from the line between concessions two and three S.  $20^{\circ} 51' 40''$  E. to the southern boundary, and N.  $20^{\circ} 51' 40''$  W. from the line between concessions fourteen and fifteen, to the northern boundary. The plan accompanying your instructions showed this line to have been run in the original survey to Indian River on the north, and to within about twenty chains of the line between concessions two and three on the south; at both points I produced my line the distance indicated on that plan, for the purpose of connecting it with the original line, but was unable to find it. I am of opinion that it has not been run. Wherever my lines intersected the boundaries of the original survey, posts had to be planted, as the original posts had been destroyed by fire.

The principal timber in the township has been pine; and extensive lumbering operations were carried on in this section of country some years ago, but successive fires have entirely destroyed the timber on all but a small portion of the township, and that portion has been partially burned.

The surface of the country is very much broken by high hills and mountains; much of the lower lands are rocky, or covered with boulders. The soil is generally sandy or gravelly, I should say twenty per cent. of the township is fit for settlement.

A waggon road leading from the Bonnechere River to Pembroke, passes through the township near the centre, from east to west, and will be a means of inducing settlers to take up any lands suitable for agriculture. The north and south branches of Indian River run through the northerly part, leaving the township in the tenth concession, at the eastern boundary, a little above the forks of the river. The roads leading from the old lumbering depots on these streams to Pembroke, will be of great service to settlers who may take up lands in that part of the township.



I found no minerals worthy of notice; the rock formation is gneiss and granite, similar to that found on the upper Ottawa generally.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) WILLIAM BELL,  
Provincial Land Surveyor

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 42.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF FRESWICK.

SARNIA, ONTARIO,  
October 10th., 1885.

SIR,—I have the honour to report that, in compliance with your instructions, dated May 29th, 1885, I have completed the survey of the Township of Freswick into farm lots of 100 acres each, and beg leave to submit the following report, together with the plan and field notes thereof:—

I commenced the survey by measuring one hundred chains, north on the west boundary, from the south-west angle of the township, to the line between the second and third concessions and, after taking an observation of Polaris, on the night of the 16th of June, I ran this line N. 69° 08' 20" E., making it the base of the survey, laying off the various side lines, and concession lines, in accordance with the instructions and projected plan.

The surface is very undulating, the hills, in a few instances, having an elevation of 200 feet over the level of the lakes.

About seventy per cent. of the land is fit for agricultural purposes—the best portion of it lying to the north of Lake La Muir—the soil being a rich, sandy loam, overlying gravel. A small portion of the township along the east boundary, and south of Big Lake, also a small strip south of the Petewawa River, extending east to lot number twelve, has been burned over some years ago. All the balance of the township is well timbered, that on the highlands being principally hardwood; maple, beech and birch predominating.

There never was much pine in this township, but now there is scarcely any left, traces of lumbering being found in all parts of the township.

The swamps are generally rocky, the timber being tamarac, spruce, cedar and black ash.

This township is well watered by numerous lakes and streams—the principal lakes being Big Lake, Lake La Muir, and Crow Lake, and it is intersected from west to east by the Little Madawaska, which is composed of a chain of lakes and streams, commencing on the west with Lake La Muir, which extends east to lot number ten, in the ninth concession, thence by a stream about one mile to the head of Big Lake, which extends from lot number fifteen, in concessions seven, eight, nine and ten, to lot number thirty, in the twelfth concession, thence in a north-easterly direction, it empties into the Petewawa at Trout Lake. The lakes are all beautifully clear, abounding with fish of the finest variety.



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The only means of access to this township at present is by the Petewawa River.  
The geological formation is the usual Laurentian prevailing in this region.  
There are no settlers in this township.

I have the honour to be, Sir,  
Your obedient servant,

(Signed)

THOMAS BYRNE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 43.)

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# REPORT

OF

## THE SUPERINTENDENT

OF

# COLONIZATION ROADS.

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To the Honorable T. B. PARDEE,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honour to present the report of work accomplished under the management of the Colonization Roads branch of the Crown Lands Department during the year 1885, accompanied by a summary of the expenditure upon each road or work, and hereto annexed.

The cost of roads constructed has this year averaged about \$265 per mile, and for repairs about \$120; the number of miles built being 213, and 395 miles repaired, besides the construction of some 18 bridges in various parts of the Province.

The works are the following :—

### NORTH DIVISION.

#### BATCHEWANING ROAD.

The combined grants of this and the Dominion Government, being one thousand dollars each, were spent in repairing and otherwise improving twelve miles of the portion already built. It was at first the intention to complete the road to the end of the survey for the same made under Dominion authority, but finding that the whole road was in bad condition, and that without bridges over Batchewaning and Chippewa Rivers, any farther production could not be made use of, these general repairs were ordered.

#### BRUCE MINES ROAD.

Necessary repairs to a cross-way between Bruce Mines and Otter Tail.

#### COFFIN ROADS.

Two roads, or portions of roads, were made; the one being along the town line between Coffin and Morin, across lots 12 to 9 inclusive, and thence north between lots 9 and 10, concession 1, of Morin to about centre of the concession; and in the second case the work

was in Coffin, between concessions 5 and 6, west half a mile, and from thence north, between lots 2 and 3, to McMahon boundary; and again west on the town line half a mile, making altogether four and a quarter miles of road constructed.

#### COFFIN ADDITIONAL ROAD.

Is between lots 4 and 5, from the Great Northern Road through concessions 1 and 2 and east to the middle of lot 3 on the line between concessions 2 and 3, all in Coffin Additional township. About two miles built.

#### COYNE'S ROAD.

A work begun at the south boundary of Rose township between sections 35 and 36, and continued north three and three quarter miles, which is a considerable distance for the money spent.

#### DAY MILLS AND BRIGHT ROAD.

A road half a mile long which last season was chopped out, and this year grubbed and graded. It is between lots 3 and 4 in the 1st concession of the township of Day.

#### GALBRAITH ROAD AND BRIDGE.

The road is on the 3rd concession line of Galbraith, from the line between lots 6 and 7, easterly, somewhat over a mile; and the bridge, a small one, is on the last named line in the 3rd concession.

#### GARDEN RIVER BRIDGE.

Built to replace one erected in 1877, and the third structure since the formation and construction of the Great Northern Road in the year 1863 or thereabout. The present structure has two main spans of 61 and 64 feet respectively, and total length of 173 feet, and is in every respect an excellent bridge.

#### GLADSTONE ROAD.

This is more properly a ditch made to drain a low portion of Mississaga Road in the 1st concession of Gladstone, and is fifty rods long. Given as a job at fifty cents a rod.

#### GOULAIS RIVER BRIDGE.

Some necessary work to further protect the bridge against spring freshets and washings.

#### GRAND PORTAGE ROAD.

Work was commenced at the centre of lot 4, concession 6, of Kirkwood, and continued north-easterly to centre of north-half of lot 10, concession 2 of the township of Wells. Three and three-quarter miles constructed through a rather rough section, but leading into a fine district for settlement.

#### GREAT NORTHERN ROAD.

Near Garden River were two bridges over streams and heavy ravines, so worn as to be impassable with any degree of safety, which made their renewal a necessity.

#### INDIAN PENINSULA ROAD.

The report of this work is, that operations were begun about one mile north of Colpoy's Bay, in the County of Bruce, and the road very substantially repaired to within about three miles of Lion's Head—about eighteen miles. The road being over comparatively level ground, the expenditure now made should constitute it an excellent main highway, and most desirable for the inhabitants northward.

## KAMINISTIGUIA BRIDGE.

This spans the river of the same name on lot 31, concession 1 of the township of Paipoonge, and appears to be a substantial and useful work. Its total length is 714 feet, comprised of two main spans of 60 feet, and the remainder 20 feet spans or openings, the substructure being piles, with framed end abutments filled with stone, and every precaution taken to make the bridge as secure as possible against spring or other freshets. It is upon the line of Rabbit Mountain or Whitefish Bay Road, hereafter to be described, and is, I believe, the best selection of site to be found for such a bridge between Fort William and Kakabeka Falls.

## LAKE SHORE ROAD.

Three miles of the portion chopped and cleared last year have been graded and completed, and a further length of two miles made anew and extending towards Bruce Mines. A small bridge was also built.

## LEFROY ROAD.

One and a half miles repaired from Ansonia eastward.

## MANITOULIN ISLAND ROADS.

There were 33 miles of road constructed and  $14\frac{1}{2}$  repaired this season upon the following roads :—

BARRIE ISLAND ROAD, or about one mile of work in repairing the approaches to Barrie Island Bridge, costing \$201.30.

CAMPBELL ROAD is on the 8th and 9th concession line of the township of Campbell, from Gore and Providence Bay Road to Lake Mindemoya, and is three miles of construction through a burnt district at a cost of about \$230.

CLOVER VALLEY ROAD, chopped out last year, and this year graded and otherwise improved, was so done at a cost of \$150.

GORE BAY AND LAKE WOLSLEY ROAD is a continuation of Lake Wolsley Road of last season, and is between the 6th and 7th concessions of Burpee to lot 2, and thence north-westerly to the corner of lot 2, concession 6, of Robinson township; thence west to lot 5, and again north-westerly to the corner of lot 8, concession 8, and west again to lot 12—thirteen and three quarter miles; costing about \$1300, and opening up a mail route between Gore Bay and Silver Lake Post Office.

Repairs were made over three and a half miles of GORE AND PROVIDENCE BAY ROAD, between the south end of Kagawong Lake and Providence Bay at a cost of \$180, making, it is said, one of the best and most travelled roads on the Island.

LITTLE CURRENT AND WEST BAY BRANCH ROAD is from lot 1, concession 4, of Billings, south of Lake Manitou, to the town line of Sandfield, and represents three and a quarter miles of road construction for the sum of \$290.

LITTLE CURRENT AND WEST BAY ROAD is on the 11th and 12th concession line of Bidwell, the expenditure, \$105, being for repairs over one mile.

LONG BAY ROAD, or road allowance, between concessions 10 and 11 of Campbell, was opened through a little less than a mile of swamp, at a cost, together with the construction of another mile of road between lots 20 and 21, of a little over \$300.

LAKE HURON ROAD is another new work, and is through concessions 7 and 8, and between lots 10 and 11, of the township of Mills. Expenditure, \$420, and length, one and a quarter miles; and again, the MINDEMOYA AND SANDFIELD ROAD, five and a half miles long, and costing a little less than \$1,200, is from lot 15, concession 4, of Sandfield, south-westerly of Windfall and Big Lakes, to lot 28 in the 4th concession of Carnarvon.

MANITOWANING AND GREEN BAY ROAD. These are repairs costing about \$425 for two and a half miles, on the 10th side line of Bidwell, through concessions 4 to 9; and on



the MUDGE BAY AND KAGAWONG ROAD, which is on the town line between Billings and Allen, and between the 9th and 12th concessions, \$140 was expended in repairing two miles.

TEHKUMMAH (*5th side line*) ROAD, or continuation thereof, and known as "The Slash Road," has been cut out through the swamp two and a half miles this season at an outlay of \$400, thus giving an outlet for settlers to Sandfield Mills; also, from the 8th concession of Sandfield, between lots 8 and 9, northward to the 10th concession, one and a quarter miles were built for the sum of \$240, the road being named SANFIELD AND BIG BAY ROAD.

An expenditure of \$130 was made in improving SUCKER CREEK ROAD, built and reported last season; and on the road allowance between the 2nd and 3rd concessions of Tehkummah, a road was opened across lots 16, 17 and 18, and some grading done between lots 15 and 16, equal to about one mile of road, built at a cost of \$145. This latter work may be designated TEHKUMMAH (*2nd concession*) ROAD.

#### MISSISSAGA ROAD.

This road, the location of which was fully reported last year, has been more or less repaired over nearly four miles of its length, and an additional mile, which may be called construction, as last season it was only roughly chopped out for winter travel, has been made.

#### MISSISSAGA BRIDGE.

I regret having to report the loss of this structure by the serious floods which last spring prevailed to an almost unheard of extent throughout the Province, and while I cannot speak from personal knowledge as to the general stability of the bridge, but the site and remains of which I have since examined, I am satisfied from many reports received that, except under such an extraordinary and unexceptional flooding and jamming of ice, this bridge was in all respects sufficient for the purposes for which it was built, material and workmanship being alike good, and that no ordinary forethought could have averted the disaster and loss of a structure very much needed by the people, as also for the more rapid settlement of the district, which this bridge was designed to serve.

#### NEEBING ROAD.

This road is between lots 5 and 6, and through portions of concessions H and I of Neebing Additional, and is through a muskeg. It is one mile in length and had previously been chopped out by the municipality.

#### OLIVER BRIDGES.

Two bridges on the Oliver Road were destroyed, one of which the municipality of Shuniah renewed, and, towards the second, they have agreed to contribute one-half. The money has not yet been received but is expected after their first meeting of Council in 1886.

#### OTTER TAIL ROAD AND BRIDGES.

Repairs on the road passing around Otter Tail Lake costing \$135; the balance of expenditure being chiefly for lumber and repairing the bridge which crosses Thessalon River at the foot of the lake. The road is really part of the Great Northern Road.

#### PLUMMER (*6th concession*) BRIDGE.

An expenditure of \$30 for building a crossway 80 feet long, 16 feet wide, and raised 5 feet above the ground level.

#### PORT FINLAY ROAD.

This work was extensive and permanent repairs over three miles of the road, dating from its southerly end.

### PRINCE (*2nd concession*) ROAD.

This is the completion of this work to Gros Cap on Lake Superior, thus affording access to the wharf. The length made is one mile, and reported as satisfactorily performed.

### RABBIT MOUNTAIN ROAD.

This road is located from a point on the Oliver Road, between lots 11 and 12, concession 1, of the Township of Oliver, southerly to the Kaministiquia River, on lot 31, concession 1, of Paipoonge, where the river is crossed by the Kaministiquia Bridge before described, and from this point the road is continued southerly and westerly about the base of Rabbit Mountain, a distance altogether from the Oliver Road to its present termination of about  $11\frac{1}{2}$  miles, of which the first four miles to the river are very well completed, leaving  $7\frac{1}{2}$  yet to be ditched and turnpiked to make it equal to the first portion. From personal examination I am able to speak favourably of the location and work, while from other information added it is evident that a considerable proportion of the land which the road, if continued to White Fish Lake upon the location made, will traverse, is agricultural, and will in the near future be taken up and settled upon; and this will undoubtedly be the case should the various silver mines now being developed prove at all equal to present expectations.

### RAINY RIVER ROAD.

This road was located by the Dominion Government, some 10 years ago, from Fort Francis, westerly, to Lake of the Woods, and in its construction this season the original location was followed with few exceptions. Work was begun at Fort Francis and continued westerly to the first Indian Reserve, a total distance of 13 miles, embracing  $2\frac{1}{2}$  miles, built in 1884, and included in the expenditure this year of \$2,426.89, or about \$187 per mile, for what is reported as a good road. In consequence of strong currents the ice on the river is never safe, it is said, and without a road the settlers for several months in the year cannot reach their supply market, Rat Portage, and I would therefore urge the continuation of the road from year to year for at least another thirty miles, or to where the ice on the river is comparatively safe. The land is represented as being excellent along the river, and well worth developing.

### ST. JOSEPH ISLAND ROADS.

On this Island 4 miles of road were constructed and about the same number repaired, the works being:—*A Line*, of which  $1\frac{1}{4}$  miles were made along the west side of each, the *H* and *M* concession, costing about \$400, and of the *H* and *I Concession Line* an equal distance was built, the work being through *A* and *Huron* concessions, the outlay \$600.

On the *MILFORD HAVEN ROAD* two miles were repaired from the *Tenby Bay Road* towards *Hilton* for \$600, while on the *TENBY BAY ROAD*, for the sum of \$720 or thereabout, 2 miles were repaired from its intersection with the latter road westerly, and one mile constructed through lots 12 to 15 inclusive. A bridge was built over *Two Tree CREEK* on lot 11, concession *G*, the total cost being \$125, of which one-half was contributed by the Council of the Municipality of *St. Joseph*, accompanied by a vote of thanks to the overseer for the substantial manner in which the bridge had been built with the limited sum expended; and on *V Line* a little over \$200 was spent in opening up a swampy portion of the road.

### SOUTH BRANCH THESSALON BRIDGE

Is on the boundary line between *Coffin* and *Galbraith*, leading into the 3rd concession of the latter township. The amount of money at the overseer's disposal was insufficient to fully complete the bridge, but, several interested and giving gratuitous assistance, he was enabled to finish it for \$109.75.

THESSALON (*lot 18*) BRIDGE.

To assist the settlers to replace abutments, and otherwise repair this bridge, which had been undermined, the sum of \$25 was given to supplement twenty-five days' labour offered. The work is reported as highly satisfactory.

## THESSALON AND BRIGHT ROAD.

This road was produced to the Mississaga River, a distance of a little over eight miles, dating from the end of last year's work on lot 10, Township of Bright. Six miles were repaired over portions of the road before constructed, and in addition to the above, two miles were built in Bright Additional, between lots 4 and 5, in the 6th concession, and across lots 4 and 3, between concessions 5 and 6, thus giving 10 miles of road built and 6 repaired.

## WEST DIVISION.

## ALSACE ROAD.

A continuation of the road from the end of last year's operations, from lot 8 eastward to lot 2, between concessions 2 and 3 of the Township of Nipissing, one and three-quarter miles of heavy work.

## AXE LAKE ROAD.

A road first begun in 1879, and extended from the Cardwell Road, northerly into the Township of Monteith, somewhat over four miles. The work upon it this season was from lot 33, concession 7, north and east, crossing lots 33 and 32 of concession 7, and south-east angle of lot 32, concession 8, and on through lot 31 to the side road between lots 30 and 31 and to the 8th and 9th concession line, on which the McMurrich Road is situated, and which latter was also produced westerly from lot 27 to meet the first named road, and thus make the connection which was contemplated.

The length made was two and a half miles of the Axe Lake, and three-quarters of a mile upon the McMurrich Road, or total of three and a quarter miles.

## BAYSVILLE AND HUNTSVILLE ROAD.

This work consisted of one and three quarter miles of repairs; and one and a quarter miles of new work made as a diversion of the road in the 2nd and 3rd concessions of Brunel Township.

BOUNDARY ROAD (*Spence and Monteith*).

Commencing at the Rosseau and Nipissing Road, on lot 38 of the Road Survey, this work was continued south-westerly, crossing the west end of lot 37 of the said road survey, and from thence over lots 27 to 30 in concession 1 of the Township of Spence, intersecting the south town line on that between lots 30 and 31. Two miles of new road.

## BRUNEL ROAD.

Repairs begun near Port Sidney and extended easterly about three miles. A great many culverts and crossings were repaired or renewed, and the road generally very much improved.

## BURPEE ROAD.

A new work begun on the Lorimer Lake Road, on the road allowance between concessions 2 and 3 of the Township of Ferguson, and on or near the 10th and 11th side line road, and made from thence northerly through lot 11, to the east side of lot 12 at the 4th and 5th concession line, and continuing again northerly through lot 12 and through the 5th concession, a distance altogether of two and a half miles.



It is said that the opening of this road has already induced a number of settlers into the township, and the desire is to have the road continued next season.

#### CARDWELL JUNCTION ROAD.

The portion made this season is practically on the town line between Chaffey and Perry, and between the Muskoka and Port Vernon Roads.

It is an important connection and of great advantage to the settlers in leading them to railway facilities. Two and a quarter miles of heavy work is reported.

#### CHAFFEY (30th side line) ROAD.

This is the opening of the above side road to East River, where in 1882, the Chaffey Bridge was built. The road allowance between concessions 4 and 5 was also opened from lot 23 to this side line, making a total distance of two and a half miles of new work.

#### CHAFFEY ROAD.

This road was extended easterly on the road allowance between concessions 2 and 3 of Bethune Township, three quarters of a mile; the balance of the money being spent in repairing two and a quarter miles of the portion before constructed.

#### CHISHOLM ROAD.

A road begun at the Himsworth Road and line between lots 20 and 21 of Himsworth, and extending easterly three miles to the line between lots 10 and 11 of the same township; the road itself being upon the road allowance between concessions 2 and 3.

The intention is, of course, the extension of the road into Chisholm, the adjoining township.

#### DALTON AND WASHAGO ROAD.

A job was given to fill in a ravine on lot 16, concession 9, Rama, where previously a bridge existed, but which had become unsafe. The work is reported as having been done according to agreement in every respect.

#### DISTRESS RIVER ROAD.

Repairs were made in the Townships of Chapman and Strong over about two miles, costing something over \$500, and the road was then extended two miles, namely, from the line between lots 30 and 31, concession 9 of Strong, crossing lot 31 to meet the 10th and 11th concession line at the north-west angle of lot 32, and from this point east, along the last named concession line to lot 5 in the Township of Foley; the work being heavy throughout.

#### DRAPER AND GRAVENHURST ROAD.

This work is the bridging of Black Creek, and formation of a road through lots A and I in the first concession of Draper Township.

The County Council of Victoria made a grant of \$500 towards the work, the total cost of which was estimated by their Engineer at something over \$1,500, and proved to be a very accurate one.

The bridge is a 50 feet clear span, raised upon abutments about 12 feet above the ground line, and believed to be a very substantial structure. The earth filling was deep and therefore expensive, but it is reported as well done throughout, and the whole a useful and important work.

#### EAGLE LAKE ROAD.

A road in the Townships of Lount and Machar, and first opened in 1879. It was this year repaired over four miles of its length and extended from its former terminus which is now the Muskoka Road, half a mile eastward.



The road is an important one and should be continued to South River, in order to give settlers the benefit of the new railway.

#### EAST RIVER BRIDGES.

Necessary repairs to two of the Government bridges, one being on the Hoodstown Road and the other Chaffey Bridge.

#### EDGINGTON ROAD.

This road is located as follows : Commencing at the Christie Road on lot 15, concession 8, Christie, thence south on lot 15 to near the blind line of the 8th concession, and line between lots 15 and 16 ; thence on the last named line to the 6th and 7th concession line ; thence west to centre of lot 16 ; thence south and east through lot 16 and through concessions 6, 5 and 4, to again intersect the 15th and 16th side line, between concessions 3 and 4 ; thence south-easterly crossing lots 15, 14 and 13 ; thence south and west, intersecting the line between lots 13 and 14 about the blind line between concessions 1 and 2 ; and thence southerly on the said line between lots 13 and 14 to the south boundary of Christie.

Of the whole length three miles have this season been made from the Christie Road southerly, and the work highly spoken of.

#### FISH BAY ROAD.

A short road fully described in last year's report. It is the only one by which, at certain seasons, travellers can reach the steamer on Lake Nipissing, from the village of Nipissing. It is and always must be a rough road, while the labour upon it this season somewhat improved it. Two and a half miles of repairs.

#### GOLDEN VALLEY ROAD.

This road, fully described last year, was this season produced two and three quarter miles, or to about lot 2, concession 8, of the Township of Pringle, and opens a fine tract of land.

A bridge was built about one mile in advance of the present terminus for the purpose of allowing winter traffic.

#### HAGERMAN ROAD.

A road five-eighths of a mile long opened from the Northern Road between lots 54 and 55 " Road Survey " westerly to the rear of the lots. The road had been petitioned for, and upon examination was found to be a very necessary work, and too heavy for the settlers to undertake. It is in the township of Hagerman.

#### HIMSWORTH ROAD.

Of this appropriation somewhat less than \$500 was spent in the completion of Powassan Bridge reported last year, and upon which \$400 was then paid. The balance of the money was expended upon the road, which in 1882 was chopped out and partially made. Five miles is the distance wrought over, equal to about three miles of new work and two of repairs.

#### LAKE JOSEPH ROAD.

Repairs upon the road from Port Cockburn to the Parry Sound Road ; length about two and a half miles.

#### LEG LAKE ROAD.

A road leading from what is termed the Leg Lake settlement in the Township of Wood, to Gravenhurst in Muskoka Township. It was the intention that \$300 be spent this year, \$200 being grants from the County of Simcoe and lumber merchants, but, the season becoming unfavourable, the work was stopped after an expenditure of \$100 in chopping out a portion of the road.

### LITTLE DOE LAKE ROAD.

A work commencing on lot 107, concession B, Nipissing Road ; thence westerly through the said lot to its rear, and along the said rear or base line to the 10th and 11th concession of Chapman, and from thence westerly along the said concession line to lot number 4, where it terminates. One and a half miles made.

### LOUNT ROAD.

Begun on lot 125, Nipissing Road survey, and made from thence north-easterly across lots 125 and 126, meeting the 2nd and 3rd concession of Lount at the rear of the aforesaid lots ; thence easterly approximately on the line between concessions 2 and 3, and terminating about the road allowance between lots 10 and 11 ; about two and three-quarter miles of new work.

### MACAULAY ROAD.

Repairs from Baysville easterly five miles to lot 28, concession 9, Township of Ridout.

### MAGANETAWAN ROAD.

Work was commenced between lots 30 and 31 upon the road allowance between concessions 3 and 4 of the Township of Strong, and continued north to the 4th and 5th concession line, and from thence easterly on the last mentioned line to lot number 9 in July, a length of three and three-quarter miles. In addition to the above, a bridge was built near the south-east angle of Strong one hundred feet in length including approaches.

### MECUNOMA ROAD.

A road from the Rosseau and Nipissing Road on lot 137, concession B, running north-westerly till it strikes the 10th and 11th concession of Lount between lots 20 and 21, from whence it is continued on the concession line to the west side of the last named lot ; distance two miles.

### MENZIES' BRIDGE.

This was necessary repairs, and the raising of the structure some two feet. The bridge was built in '82.

### MILLS ROAD.

Instead of producing this road northward to Lake Nipissing as at first purposed, and as had been requested by petition and otherwise, it was found upon careful examination more desirable in the interests of the settlers to make it as a continuation of the Mills and Wilson Road, which ended about lot 29 on the town line between the Townships of Hardy and Mills. It was accordingly made east to lot 27, from whence its course is north-easterly through concessions 2 and 3 of Mills, and crossing Wolf River on lot 23, concession 2. After reaching the last named concession line, which it does at the point between lots 22 and 23, the road continues east on the concession line to about lot 18. From this point the road is brushed out four and a half miles to the east side of the Township and practically on the concession line before referred to, thus giving four miles of road made, and a winter road through the Township.

WOLFE RIVER BRIDGE, which is included in the work, is 83 feet long, with main span of 34 feet.

### MONTEITH AND PERRY ROAD.

Six and a half miles repaired from Kearney easterly, in the Township of Bethune and the road increased in length a quarter of a mile in the same direction. Again, in the Township of McMurrich, it was constructed from lot 10 between concessions 10 and 11 west to the Stisted Road, one and a half miles or thereabout.

### MUSKOKA ROAD.

This road was produced north to intersect the Eagle Lake Road in Machar Township ; the work being on the road allowance between lots 20 and 21 and reaching to the 4th and 5th concession line, one and a quarter miles. It was also produced from the 6th and 7th concession line of Nipissing southerly, on the road allowance between lots 5 and 6 to intersect the Alsace Road between concessions 2 and 3, two and a half miles. Repairs were also made over twenty miles of that constructed from Berriedale southerly, and the road thereby very much improved.

There was a grant of \$400 also made, to assist the Municipality of Morrison in the building and repairing of several bridges on this same road in their township.

### MUSQUOSH AND LONG POINT ROADS.

The first named road was repaired from lot 1, concession 10 of Wood, to lot 18, concessions 7 and 8, five miles ; and the Long Point Road from its intersection with the Musquosh Road, lot 30, concession 8, Muskoka, northerly, three and a half miles. A rough and broken section of country.

### NORTHERN ROAD.

Repaired in a very permanent manner from Dunchurch, in the Township of Hagerman, three miles southerly.

### OKA ROAD.

This road as constructed in 1882, was repaired throughout its entire length of four miles, and a production made of one and a half miles, terminating at the eastern boundary of the Township of Gibson and of the Oka Reservation.

### PARRY SOUND ROAD.

Three miles of this road, from its junction with the Muskoka Road westerly, have been thoroughly repaired, one-half mile of which was new work, being a deviation about a large rocky hill.

### PORT SIDNEY BRIDGE.

A bridge crossing the Muskoka River near Port Sidney, in the 5th concession of the Township of Stephenson, and to be used instead of Brunel Bridge, built about 1870, a little higher up the river ; the site being changed to secure a much shorter and better location. Main span of bridge 60 feet and total length 100 feet ; elevated about 15 feet above the general water line.

### POVERTY BAY AND AH-MIC LAKE ROADS.

Three miles of repairs on the Ah-mic Lake Road, or its whole length, and of the Poverty Bay Road, which is simply a continuation of the first named, four miles of that which last year was but roughly opened as a winter road, has been formed into a good general one, which may be called new work, and it is well reported of.

### POWASSAN BRIDGE.

An appropriation of \$1,500 was made for the completion of this bridge (which was commenced last year) and for the improvement of Himsworth Road. Less than \$500 was the balance due upon the bridge, as shewn in the summary.

### ROSSEAU AND NIPISSING ROAD.

Heavy traffic so destroyed this road as to render certain repairs an absolute necessity, and which were commenced at Ashdown, and the road more or less improved to the North Seguin River, some ten or twelve miles. The sum at disposal was entirely too small to complete the work properly, but even the small outlay of about \$300 is said to have very much improved it.



## ROSSEAU FALLS ROAD.

A short road from the Parry Sound Road to Rosseau Falls Mill and passing through lot 31, concession 2, in the Township of Cardwell. Length about three quarters of a mile.

## ROUND LAKE ROAD.

A road intended to connect the Stisted Road with Port Vernon Road. Three miles were made, commencing at the Stisted Road upon lot 15, concession 8 of McMurrich Township, and from thence south-easterly over lots 15 and 16, to the rear line of concession 7, and thence easterly to the side line of lots 5 and 6.

## RYERSON CENTRE ROAD.

Two and a half miles of this road were opened in 1883, and three and a quarter miles this year. Work was begun on the 8th and 9th concession line at the road allowance between lots 5 and 6 of the Township of Ryerson; thence northerly on the last named road allowance to that between concessions 10 and 11; thence westerly on the concession line to the allowance for road between lots 10 and 11, and thence again northerly along the side line to the 12th and 23th concession line. It is an important road leading from the Rosseau and Nipissing Road to Burk's Falls, and the Northern and Pacific Junction Railway.

## SEGUIN RIVER BRIDGE.

This will be the third bridge built at the same crossing of the Seguin River, on the McDougall Road, the first and second having been destroyed by fire and flood respectively. The appropriation of \$500 made at the last session is insufficient to complete the work, and I would, therefore, recommend the granting of such additional amount as may complete the same, which is now in hand, and to be finished during the winter.

## SOUTH ARMOUR ROAD.

A road in the southerly part of the Township of Armour, extending from Katrine easterly. The work this season commenced on lot 24, between concessions 2 and 3, the end of last year's operations, and was extended north-easterly over lots 25, 26, 27 and 28, terminating at lot 29, between concessions 4 and 5,—two and a quarter miles.

## STISTED No. 2 ROAD,

Constructed from concession 10, on the road allowance between lots 10 and 11, northward through the Township of Stisted, there to meet the Cardwell Road. Nearly three miles ( $2\frac{7}{8}$ ) of new road.

## STISTED SOUTH TOWN LINE ROAD.

This work was half-a-mile of crosswaying, opposite lots 24 and 25 of Stisted, which now fully opens the road.

## STRONG (10 and 11 Con.) ROAD.

The work here was opposite lots 10, 11 and 12, on the above-named concession line of Strong. It was of a very heavy nature, being low and soft, and requiring extensive ditching.

It leads into some fine land for a good settlement when the road is further opened.

## SUNDRIDGE ROAD.

The principal work in this instance was the building of a bridge over the outlet of Stony Lake, on lot 29, in the 9th concession of Strong. The bridge cost somewhere about \$75, and with the balance of the small grant the road was chopped out to the Distress River Road, at Sundridge.



### WESTPHALIA ROAD

Has been produced one and a quarter miles, the road being on the line between the 2nd and 3rd concessions of Gurd Township, and now ending, so far as the above work is concerned, at the line or road allowance between lots 5 and 6.

From this point, however, a winter road two miles long was made easterly on the same line, for the immediate accommodation of some settlers who otherwise could not get out by any road.

### WHITESTONE VALLEY ROAD.

This road was extended two miles westerly on the road allowance between the 2nd and 3rd concessions of McKenzie, and now ends on lot 30. Again, a road was made from about the line between lots 27 and 28, northerly half a mile, to connect with the old road or trail to Byng Inlet; and another piece of road was made in connection with this expenditure, namely, from lot 19 north-westerly to the 4th concession, where some settlers live who had no outlet; distance about one and a half miles. The Whitestone River on this line was bridged with a 40 feet span truss, and total length of 99 feet.

### EAST DIVISION.

#### ADDINGTON ROAD.

Repaired from near Massanoga Lake northward five miles, and from lot 20, concession 11, Lyndoch, southerly three miles; in all eight miles of repairs.

#### ALGONA (9th Con.) ROAD.

Work begun on lot 27, concession 9, South Algona, and extended to the west boundary of the township, about two miles. Another mile of a winter road was chopped out to enable settlers to reach Brudenel, their market.

#### ALICE (20th and 21st Side Line) ROAD.

This season's work is through the 1st and 2nd concessions—a mile and a quarter of road built.

#### ANSTRUTHER ROAD.

This road was cut out last year to connect with the Burleigh Road on lot 12, concession 4, of Cardiff.

This year's operations consisted in the further improvement of the same, beginning at the Burleigh Road and ending on lot 38, concession 18 of Anstruther, about five miles.

A bridge over Eel Creek on this road, which was built by the settlers, is unsafe, and should be renewed. Its estimated cost is \$300 to \$350.

#### "B" LINE ALICE ROAD.

Owing to a reported difficulty in connection with the location of this road, the work was stopped after an expense of \$10 had been incurred.

#### BANCROFT ROAD.

A road cut out last season, and this year further improved over a length of five and a half miles, making it a passable waggon road. Its position is given in the report of the previous year.

### BARRIE ROAD.

This appropriation was for the purpose of covering a long swamp which remained unfinished at the close of last season. The extent of the work is nearly one mile of leveling and crosswaying, and opens the whole road for travel.

### BELL'S RAPIDS ROAD.

This road leaves the Peterson Road about five miles west of Combermere, and extends from thence northerly.

One and a half miles of its length was repaired, improving the road very much.

### BOBCAYGEON ROAD.

Repairs begun at the north boundary of Harvey and continued south two miles. Some other repairs were made about four miles north of the aforesaid boundary, on what is known as "Limestone Hill."

### BUCKHORN ROAD.

Seven miles repaired, beginning about one mile south of the north boundary of Harvey, and extending into the Township of Cavendish.

### BURLEIGH ROAD.

Repaired from its intersection with the Monck Road to Anstruther Road, about five miles.

### BUSHKONG BRIDGE.

Built at the "Narrows" of Bushkong Lake, on the Peterson Road, and having a total length of 670 feet. The main span is 66 feet, with a second of 38 feet, the balance being trestle work, and represented by the Inspector as a good and solid structure.

### CALLENDER STATION ROAD.

This road, as intimated in last year's report, is on the road allowance between concessions 8 and 9 of Bonfield.

This year the work was continued to the line between lots 25 and 26, one and a quarter miles, and portions of that built last year repaired.

### CARLOW ROAD.

A continuation of last year's work, and completion of a general deviation begun three years ago; and the road is now, for its length of twelve miles from Combermere to York River, practically level, and with some further small repairs will be a fair road throughout. One mile of construction is the work accomplished, which includes a 50 feet bridge and 18 culverts.

### CHANDOS ROAD.

Four miles of repairs made; the work being on the boundary between the Townships of Chandos and Wollaston. It was built about fourteen years ago, and, after the outlay upon it from time to time, is now reported in a good state of repair throughout.

### COBDEN AND EGANVILLE ROAD.

Repaired from half a mile east of Eganville three miles in the direction of Cobden; a portion reported as having been almost impassable before the improvements were made.

### COE HILL AND RIDGE ROAD.

This road or roads is through the Township of Wollaston, extending from its north limit southerly and approximately on the line between lots 15 and 16, to the 8th and 9th concession line, and from thence diagonally through the lots ending on lot 19, concession 2. Total length repaired ten miles, and well reported of.

### CONSTANT CREEK BRIDGE.

Built over Constant Creek, near Ferguson Lake, in South Renfrew, and comprised of nine piers with openings of 22 feet, and total length of 308 feet.

### DISTRICT LINE AND DOUGLAS ROAD.

This road is on the town line between Wilberforce and Bromley. One and a quarter miles received repairs and three quarters of a mile was made anew, the work beginning between lots 14 and 15, and ending two miles south.

### DONEGAL ROAD.

Leaves the Eganville and Foy Road on the line between concessions 18 and 19 of the Township of Grattan, and is constructed from thence southerly on the road allowance between lots 30 and 31. One and a half miles of repairs made this season.

### DUNGANNON ROAD.

As in the case of the Bancroft Road before referred to, this was farther improved over what last year was only made a winter road. The settlers gave some gratuitous labor to enable the Overseer to finish his work of repairing three miles.

### EGANVILLE AND ALGONA ROAD.

Two and a half miles of repairs made, beginning at Killaloe at lot 7, concession 3 of Hagarty, and ending at the east boundary of the township.

### EGANVILLE AND ROUND LAKE ROAD.

Work commenced on lot 31, concession 10, of Wilberforce, which was the end of last year's work, and was extended in the direction of Eganville two and a half miles.

### FRONTENAC ROAD AND BRIDGE.

The road was repaired from Gull Lake northward four miles, and the Mississippi River was bridged with a structure 153 feet long, having a main span of 32 feet, and built about 12 feet high above the river.

### GOLDEN LAKE ROAD

Lies between the townships of South Algona and Hagarty, and was repaired over three miles.

### GOWER POINT AND WESTMEATH ROAD.

This road is situated in the Township of Westmeath, and extends from the village bearing the name of the township, on the Ottawa River, to Lapars, a distance of six miles, which was repaired throughout.

## GRATTAN (21 and 22 Con.) ROAD.

This work is from lot 33 easterly on the above concession line, one mile. A heavy swamp on lot 33 made the work somewhat expensive.

## GRATTAN AND CLONTARF ROAD.

This road is described as commencing on lot 21, in concession 17 of Grattan, and extending from thence south-westerly, passing through lot 28 in concession 14, and intersecting the Opeongo Road on lot 62 of the "Road Survey," a total length of seven miles; of which five and a half were repairs and the balance construction. It is now said to be in a good state of repair throughout.

## HAGARTY AND KILLALOE ROAD.

Two miles of repairs from lot number 7, concession 3, of the Township of Hagarty, westerly.

## HASTINGS ROAD.

Repaired from Maynooth northerly twelve miles, including a deviation two miles long.

## INDIAN RIVER BRIDGE,

Over Indian River, on lot 25, concession 7, Township of Alice, is 105 feet long, with main span of 40 feet resting on piers about 22 feet high.

## JONES' FALLS AND BATTERSEA ROAD.

This road, which was first repaired last year by the Government, as set forth in the report, was this season very permanently improved through three miles of a somewhat rough and broken country.

The work was begun in the Township of Crosby, and extended into Storrington, to a point about ten miles north-east of Battersea.

## LAVANT ROAD.

Repairs were made from the east boundary of Lavant Township westerly, six miles. The road was also extended east two and a half miles from the boundary between Lavant and Lanark, beginning at lot 1, concession 4 of Darling. This latter portion was partially made two years ago. •

## LONSDALE AND BRIDGEWATER ROAD.

In the Township of Tyendenega, work was commenced at the line between concessions 7 and 8, and extended northward between lots 30 and 31 to the line between concessions 8 and 9; thence easterly on the last-named line to that between lots 33 and 34; and from thence again northward between the last mentioned lots to the 10th concession, a distance altogether of four miles, of which one mile was entirely new and the balance repairs to a road previously chopped out. Again, in Hungerford, beginning at lot 34 in the 3rd concession, and near the south end of the lot, the road was constructed northward on the said lot to the line between concessions 3 and 4; and a third portion was built on the boundary line between Hungerford and Sheffield, from where the 5th concession line of Hungerford intersects, northward one mile, thus making two and three quarter miles of road constructed and three miles repaired.

The County Council of Hastings contributed \$200 towards the portions built and improved in the Township of Tyendenega.



### MATTAWA AND TEMISCAMINGUE ROAD.

Three and a half miles built from the end of last year's work northerly, along the south side of the Ottawa River.

### METHUEN ROAD.

The portion wrought over, and which previously had been a lumber road, was between the north side of the Chandos Road and Crow River on lot 31, concession 9, of the Township of Chandos—four miles altogether.

### MISSISSIPPI ROAD.

Six miles repaired from its junction with the Frontenac Road southerly.

### MISSISSIPPI AND ADDINGTON ROAD.

A road about three miles long, built in 1882 to avoid a very bad hill—"Eagle Hill."

The whole distance was this season well repaired.

### MISSISSIPPI AND FRONTENAC JUNCTION ROAD.

Repairs upon one mile of the road, southerly from the bridge over the Mississippi River.

### MONCK ROAD.

Fourteen miles repaired from the Hastings Road westerly.

### MONTAGLE ROAD.

Upon the Montagle Road proper, four miles were constructed from lot No. 12, concession 6, of Montagle, south-westerly to lot No. 20, concession 15 of Dungannon; and upon what is generally known as the Bartlett Road, four and a half miles of repairs were made.

### MOORE'S FALLS BRIDGE.

Some necessary repairs in order to insure safety to those using it.

It is on the Cameron Road, at Moore's Falls Post Office, County of Victoria.

### McCOOL'S ROAD.

Eight miles constructed cheaply for winter travel only, the road being in the Townships of Papineau and Calvin, and described as follows: Commencing at lot 20, concession 14, of Papineau, about a mile and a half north-west of Mattawa Village; thence westerly to lot 23, in the said concession; thence on the 13th concession line to the east boundary of Calvin; thence on the 4th concession line of Calvin to lot number 7.

### NORTH BAY AND TEMISCAMINGUE ROAD.

This highway was commenced last year and made through concessions D and C of Widdifield, and not through concession B, as in error stated in the former report.

This season it was made through lots 20 and 19 of concession B, to the original post between lots 18 and 19 on the line between concessions A and B, from whence it is made on the latter line easterly to that between lots 17 and 18, and from thence north between the said lots 17 and 18 to about the centre of concession A, a length this year of two and three-quarter miles.

In addition, the portion previously constructed was repaired throughout, making now in all about four and a half miles of first rate road.

The construction of this road has induced a number of settlers to occupy the lands traversed, and farms are taken up a considerable distance in advance of the road, under expectation of its further production.

A location has been made through the surveyed township north of Widdifield, and the prevailing opinion is that a continuation of the road northward would develop a quantity of good farming land.

#### OPEONGO ROAD.

Twenty-seven miles repaired in four different sections, namely: From Shamrock easterly, five miles; from one and a half miles west of D'Acre, eight miles; from Brudenel westerly, seven and a half miles, and from "Foy's" easterly, six and a half miles.

#### OPEONGO AND SOUTH ALGONA ROAD.

This work, which may be called construction, as but a small portion had been previously partially opened, was commenced at the Opeongo Road, between lots 5 and 6, concession 11, of Brudenel, and the road made from thence northerly along the said line between lots 5 and 6 to the 12th concession line, and from thence east on the last mentioned line to the boundary between Brudenel and South Algona, two and a half miles.

#### OPINICON ROAD

Is upon the west side of Opinicon Lake, and passes through the Township of Bedford and a portion of South Crosby to Chaffey's Locks. Three miles of its length were repaired, which completes the concession work contemplated.

Some 400 feet of the road in Bedford is flooded by the waters of Rideau Canal, which it is believed the Dominion Government will raise and repair.

In addition to the foregoing, repairs were made on the road lying between Loughboro' Lake and "Stones," extending over one and a half miles.

#### PACIFIC JUNCTION AND NORTH BAY ROAD.

This is the road allowance between concessions 14 and 15 of Ferris Township. The portion chopped out as a winter road is between the railway and Lake Nipissing, a mile and a half.

#### PALMER RAPIDS ROAD.

Originally an old lumber road between the Peterson Branch Road and Palmer Rapids in the Township of Raglan, leaving the Peterson Branch Road about six miles east of Combermere. It was improved this year along about three miles of its length.

#### PAPINEAU ROAD.

Commencing on the Pembroke and Mattawa Road, about two miles south of the village of Mattawa. This road is made westerly on the line between lots 15 and 16, concession B, of the Township of Papineau, one mile.

#### PERRAULT SETTLEMENT ROAD.

Repairs made from the 11th concession of Grattan southerly, between lots 20 and 21, one and a quarter miles, and thence south-westerly to lot 27, concession 9, two miles, giving a total of three and a quarter miles of excellent work.

### PETERSON ROAD.

Repaired from Combermere westerly, two miles, and again from a point eight miles west of Combermere, three miles; total, five miles.

### PETERSON BRANCH ROAD.

The road between Brudenel and Combermere was repaired over its entire length of fourteen miles, excepting the first mile from Combermere on the Madawaska River.

### PETEWAWA ROAD.

A short road in the township of Petewawa, between lots 15 and 16, and through the 6th and 7th concessions; length, a mile and a quarter.

### PETEWAWA BRIDGE.

The reconstruction of this bridge was begun last year, as then reported, and this season fully completed, and is understood from the Inspector to be in every respect satisfactory, and built strictly in accordance with the plans prepared for it.

### POINT ALEXANDER AND BASS LAKE ROAD.

This road is from the Pembroke and Mattawa Road, in the township of Rolph, and between lots 10 and 11, of concession B, extending westerly towards the Canadian Pacific Railway, at Bass Lake Station. One and a quarter miles constructed this season.

### SCOTCH BUSH ROAD.

Work begun at Richard's Mill, lot 8, concession 2, Grattan; thence northerly to lot 6, concession 5; two and a half miles of repairs.

### SCOTCH BUSH JUNCTION ROAD.

Commences at the Douglas and Shamrock Road, on lot 24, concession 11, Admaston; thence westerly to lot 6, concession 7, in Township of Grattan; length three miles; repairs.

### SCOTT ROAD.

Work begun at the boundary between Chandos and Wallaston, and extended to Paudash Creek; three miles repaired.

### SHAMROCK AND DOUGLAS ROAD.

Repaired from intersection with Scotch Bush Junction Road, about lot 24, concession 11, Admaston. Southerly two and a half miles to lot 19, concession 12.

### SHARBOT LAKE ROAD.

Constructed from lot 12, concession 1, to lot 7 in the same concession of the Township of Oso. This length of two miles was roughly chopped out last year.

### SHEFFIELD ROAD.

Five miles of this road repaired from the north boundary of Sheffield, lot 1, concession 14, northward to lot 10, concession 15.

## SILVER LAKE ROAD.

This road is on the line between concessions 4 and 5, South Algona, and the work this season was its construction across lots 24, 25 and 26, three-quarters of a mile through a beaver meadow. Silver Creek was also bridged.

STAFFORD (*6th and 7th Line*) ROAD.

Work from the boundary between Stafford and Westmeath, westerly on the line mentioned above. It is two miles of repairs.

## STAFFORD AND LAKE DORE ROAD.

This was but a trail prior to the present expenditure upon it. Its location is from lot 2, concession 5, Stafford, westerly, along the line between 2 and 3 to the west boundary of the Township, and thence in a north-westerly direction to Lake Dore, on lot 5, concession 17, Wilberforce, a distance of three miles.

## VICTORIA ROAD.

Repaired from the Monck Road southerly to Talbot River, about nine miles.

WILBERFORCE (*15th and 16th Side Line*) ROAD.

A new short road on the road allowance between lots 15 and 16 of Wilberforce, from that between concessions 20 and 21, southerly, one mile made as a good waggon road.

WILBERFORCE (*19th Con.*) ROAD.

This work is from lot 31 to lot 34, both inclusive, and between the 19th and 20th concessions. One mile of expensive work.

WILBERFORCE (*25th and 26th Side Line*) ROAD.

This is a new piece of work two miles in length, extending between concessions 17 to 20, and upon the line indicated above.

## WOLLASTON AND CHANDOS ROAD.

The length of this road is about two and three quarter miles, which length was generally repaired throughout, at a cost of \$200, of which sum the Counties of Hastings and Peterboro' contributed each \$50, making the Departmental outlay but \$100.

## WOLLASTON AND FARADAY ROAD

Is on the boundary between the townships whose names the road bears, and was repaired and otherwise improved from the Hastings Road, westerly about six miles. A portion of the work was a deviation over lots 17, 18 and 19, in the first concession of Faraday, to avoid a hilly range.



## SUMMARY OF EXPENDITURE ON COLONIZATION ROADS, 1885.

	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.
NORTH DIVISION.				
Batchewaning ..... Road	766 25	239 00	1,039 05	2,044 30
Bruce Mines ..... do	10 00			10 00
Coffin ..... Roads	761 43			761 43
Coffin Additional ..... Road	987 87			987 87
Coyne's ..... do	748 54	263 57		1,012 11
Day Mills and Bright ..... do	232 00			232 00
Galbraith ..... Bridge and Road	200 00			200 00
Garden River ..... Bridge	1,113 00	111 85		1,224 85
Gladstone ..... Road	25 00			25 00
Goss's Creek (balance of 1884) ..... Bridge	10 40			10 40
Goulais River (balance of 1884) ..... do	39 00			39 00
Goulais River ..... do	50 00			50 00
Grand Portage ..... Road	900 16	138 39	3 10	1,041 65
Grand Portage (balance of 1884) ..... do	44 35			44 35
Great Northern ..... do	597 86			597 86
Inspection ..... do	200 00			200 00
do ..... do	181 14		38 08	219 22
do (balance of 1884) ..... do	1,397 60		35 00	1,432 60
Indian Peninsula ..... Road	100 00			100 00
Kaninistiquia ..... Bridge	1,005 37			1,005 37
Kirkwood (balance of 1884) ..... Road	5,075 55	410 60		5,486 15
Lake Shore ..... do	4 31			4 31
Lake Shore (balance of 1884) ..... do	700 45			700 45
Lefroy ..... do	3 14			3 14
Lefroy ..... do	436 80			436 80
Manitoulin Island ..... Roads	5,496 02	408 38		5,904 40
Manitoulin Island (balance of 1884) ..... do	33 50			33 50
Mississauga ..... Road	840 09			840 09
Mississauga ..... Bridge	2,267 83			2,267 83
Neebing ..... Road	521 99			521 99
Oliver ..... Bridges	477 58			477 58
Otter Tail ..... Road and Bridges	280 55			280 55
Otter Tail (balance of 1884) ..... Road	80 00			80 00
Plummer, 6th Concession ..... Bridge	30 00			30 00
Port Finlay ..... Road	1,122 52	3 06		1,125 58
Prince, 2nd Concession ..... do	151 47			151 47
Rabbit Mountain ..... do	4,750 00	505 28	15 52	5,270 80
Rainy River ..... do	2,018 39	408 50		2,426 89
St. Joseph Island ..... Roads	2,322 25	328 41		2,650 66
St. Joseph Island (balance of 1884) ..... do	120 07			120 07
South Branch Thessalon ..... Bridge	109 75			109 75
Thessalon, Lot 18 ..... do	25 00			25 00
Thessalon and Bright ..... Road	1,847 87	214 93	29 57	2,092 37
Thessalon and Bright (balance of 1884) ..... do	51 47			51 47
Thunder Bay (balance of 1884) ..... do	91 73			91 73
	38,228 30	3,031 97		
WEST DIVISION.				
..... Road	556 00		54 80	604 80
..... do	72 50			72 50
..... do	643 07	3 80	8 10	654 97
..... do	146 28			146 28
..... do	610 87	12 44	9 35	632 66
..... do	19 63			19 63
..... do	450 00		52 10	502 10
..... do	469 67	11 26		480 93
..... do	730 53	137 69		868 22
..... do	40 30			40 30
..... do	700 00			700 00
..... do	501 96			501 96
..... do	491 92	1 47	3 02	496 41

## SUMMARY OF EXPENDITURE, Etc.,—Continued.

	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
WEST DIVISION—Continued.	\$ c.	\$ c.	\$ c.	\$ c.
Chisholm.....Road	835 21	150 58	12 05	997 84
Commanda Creek.....Bridge	50 00			50 00
Dalton and Washago.....Road	175 00			175 00
Distress River.....do	1,400 37	213 31		1,613 68
Draper and Gravenhurst.....Bridge and Road	707 46	253 92	500 00	1,461 38
Eagle Lake.....Road	850 74	148 78		999 52
Eagle Lake (balance of 1884).....do	69 16			69 16
East River.....Bridges	301 48			301 48
Edgington.....Road	700 00			700 00
Fish Bay.....do	100 74			100 74
Golden Valley.....do	860 49	177 26		1,037 75
Hagerman.....do	200 00			200 00
Himsworth.....do	888 47	138 53		1,027 00
Inspection.....do	30 00			30 00
do (balance of 1884).....do	1,804 61	17 39		1,822 00
Lake Joseph.....Road	191 45			191 45
Leg Lake.....do	106 50			106 50
Little Doe Lake.....do	114 00			114 00
Lount.....do	306 51			306 51
Lount.....do	500 00			500 00
Macaulay.....do	502 76			502 76
Maganetawan.....do	838 77	157 82	26 35	1,022 94
Maganetawan (balance of 1884).....do	83 74			83 74
Mecunoma.....do	200 33			200 33
Menzies.....Bridge	136 47			136 47
Mills.....Road	1,700 00	253 00	212 66	2,165 66
Mills (balance of 1884).....do	47 32			47 32
Monteith and Perry.....do	1,890 87	297 55	19 01	2,207 43
Monteith and Perry (balance of 1884).....do	1 87			1 87
Muskoka and Bobcaygeon (balance of 1884).....do	35 00			35 00
Muskoka.....do	2,954 35	273 81	5 35	3,233 51
Musquosh and Long Point.....Roads	600 00	144 30	52 77	797 07
McMurrich (balance of 1884).....Road	36 28			36 28
Nipissing (account of 1884).....Bridge	12 79			12 79
Northern.....Road	565 00			565 00
Oka.....do	663 59	103 46	20 00	787 05
Parry Sound.....do	492 59	11 02	105 83	609 44
Port Sydney.....Bridge	1,295 00	44 55		1,339 55
Poverty Bay and Ah-mic Lake.....Roads	625 05			625 05
Powassan.....Bridge	447 37			447 37
Rosseau and Nipissing.....Road	398 80			398 80
Rosseau and Nipissing (balance of 1884).....do	268 74			268 74
Rosseau Falls.....do	225 00	15 34		240 34
Round Lake.....do	470 00	4 62	43 84	518 46
Ryerson Centre.....do	1,028 19	157 20		1,185 39
Seguin River.....Bridge	600 00	66 90		666 90
South Armour.....Road	601 02		1 15	602 17
South River (balance of 1884).....do	50 34			50 34
Severn (balance of 1884).....Bridge	14 02			14 02
Stisted (balance of 1884).....Road	45 08			45 08
Stisted, No. 2.....do	581 11	10 12		591 23
Stisted, South Town Line.....do	311 43	139 77		451 20
Strong, 10th and 11th Concession.....do	457 76			457 76
Sundridge.....do	100 00			100 00
Westphalia.....do	700 00			700 00
Whitestone Valley.....do	1,028 32	322 39		1,350 71
	35,627 88	3,268 25		38,896 13

## SUMMARY OF EXPENDITURE, Etc.,—Continued.

	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
EAST DIVISION.	\$ c.	\$ c.	\$ c.	\$ c.
Addington.....Road	1,019 17	132 40	16 00	1,167 57
Admaston (balance of 1884).....do	14 23			14 23
Algona, 9th Concession.....do	513 91			513 91
Alice, 20 and 21 Side Line.....do	314 40			314 40
Anstruther.....do	914 97			914 97
"B" Line, Alice.....do	10 00			10 00
Bancroft.....do	201 98			201 98
Barrie.....do	200 00			200 00
Bell's Rapids.....do	200 00			200 00
Bobcaygeon.....do	405 11			405 11
Brudenel (balance of 1884).....do	15 35			15 35
Buckhorn.....do	400 11			400 11
Burleigh.....do	399 61			399 61
Bushkong.....Bridge	942 30	148 13	15 41	1,105 84
Callender Station.....Road	502 02			502 02
Carlow.....do	200 00	188 00	16 62	404 62
Chandos.....do	308 11			308 11
Colden and Eganville.....do	494 11		6 00	500 11
Coe Hill and Ridge.....do	402 00			402 00
Constant Creek.....Bridge	695 25			695 25
District Line and Douglas.....Road	501 20		4 20	505 40
Donegal.....do	400 00		12 75	412 75
Douglas and Admaston (balance of 1884).....do	31 18			31 18
Dungannon.....do	200 00			200 00
Eganville and Algona.....do	462 78			462 78
Eganville and Foy (balance of 1884).....do	18 55			18 55
Eganville and Round Lake.....do	498 10		5 00	503 10
Frontenac.....Road and Bridge	450 00			450 00
Golden Lake.....Road	500 43			500 43
Gower Point and Westmeath.....do	547 15		10 00	557 15
Grattan (balance of 1884).....do	10 00			10 00
Grattan, 21st and 22nd Concession.....do	507 58		2 10	509 68
Grattan and Clontarf.....do	1,022 87		16 30	1,039 17
Hagarty and Killaloe.....do	449 85		2 00	451 85
Hastings.....do	475 00		200 00	675 00
Indian River.....Bridge	400 00			400 00
Indian River (balance of 1884).....do	23 00			23 00
Inspection (balance of 1884).....do	122 35			122 35
do.....do	1,697 00			1,697 00
Jones Falls and Battersea.....Road	502 52			502 52
Jones Falls and Battersea (balance of 1884).....do	34 55			34 55
Lavant.....do	965 00			965 00
Lonsdale and Bridgewater.....do	450 00		200 00	650 00
Matawa (balance of 1884).....Bridge	33 00			33 00
Matawa and Temiscamingue.....Road	1,499 90			1,499 90
do.....do	325 33			325 33
do.....do	872 60	44 70	20 25	937 55
do.....do	282 02			282 02
do.....do	252 71			252 71
do.....do	487 51		42 00	529 51
do.....do	54 91			54 91
do.....do	500 00		250 00	750 00
do.....Bridge	178 62			178 62
do.....Road	504 19			504 19
do.....Bridge	296 37			296 37
do.....Road	1,824 21	279 75	8 45	2,112 41
do.....do	2,436 67		16 38	2,453 05
do.....do	514 88		10 00	524 88
do.....do	903 85			903 85
do.....do	166 35			166 35

SUMMARY OF EXPENDITURE, ETC.,—*Continued.*

	Cash.	Supplies.	Payments from Municipal and Dominion Grants, etc.	Total.
	\$ c.	\$ c.	\$ c.	\$ c.
<i>EAST DIVISION—Continued.</i>				
Palmer Rapids ..... Road	497 83		5 00	502 83
Papineau ..... do	492 36			492 36
Perrault Settlement (balance of 1884)..... do	20 26		1 74	22 00
Perrault Settlement..... do	499 22		12 05	511 28
Perth (balance of 1884)..... do	49 34			49 34
Peterson ..... do	306 72	21 90		328 62
Peterson Branch..... do	374 90		7 75	382 65
Petewawa ..... do	300 25			300 25
Petewawa ..... Bridge	1,849 85			1,849 85
Pt. Alexander and Bass Lake ..... Road	492 75			492 75
Pole Church (balance of 1884)..... do	66 62			66 62
Radcliffe (balance of 1884)..... do	43 54			43 54
Scotch Bush ..... do	506 10		12 75	518 85
Scotch Bush Junction..... do	505 00		14 90	519 90
Scott..... do	230 47			230 47
Shamrock and Douglas..... do	339 00			339 00
Sharbot Lake..... do	521 64		31 00	552 64
Sharbot Lake (balance of 1884)..... do	50 00			50 00
Sheffield ..... do	416 42			416 42
Snowdon and Minden (balance of 1884)..... do	68 23			68 23
Silver Lake..... do	499 77		5 00	504 77
Stafford, 6th and 7th Line..... do	300 78		3 75	304 53
Stafford and Lake Dore ..... do	299 54		10 50	310 04
Victoria ..... do	498 67			498 67
Wilberforce, 15 and 16 Side Line..... do	300 00		12 68	312 68
Wilberforce, 19th Concession..... do	501 28		6 20	507 48
Wilberforce, 25 and 26 Side Line ..... do	478 60		17 15	495 75
Wollaston and Chandos ..... do	100 00		100 00	200 00
Wollaston and Faraday ..... do	300 00			300 00
	\$40,464 01	\$814 88	\$3,379 89	\$124,815 21

## RECAPITULATION.

North Division.....	\$38,228 30	\$3,031 97	
West Division.....	35,627 88	3,268 28	
East Division.....	40,464 01	814 88	
Provincial Expenditure.....			\$121,435 32

HENRY SMITH,  
Supt. Col

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1885.



REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1886.

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Printed by Order of the Legislative Assembly.

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Toronto :

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1887.



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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1886.

To His Honour the Honourable JOHN BEVERLEY ROBINSON,  
*Lieutenant-Governor of the Province of Ontario :*

MAY IT PLEASE YOUR HONOUR :

In accordance with the provisions of the Act for the Sale and Management of the Public Lands, I have the honour to submit the following report of the proceedings, transactions and affairs of this Department for the year ending on the 31st December, 1886.

CROWN LANDS.

There were sold during the year, 55,641 acres of Crown Lands. The sales amount to \$50,169.65. The collections amounted \$55,452.15. (*See Appendix No. 3, page 4.*)

CLERGY LANDS.

The sales of Clergy Lands during the year aggregated a total of 1,788 acres. The sales amounted to \$2,087.17. The collections amounted to \$8,129.89. (*See Appendix No. 3, page 4.*)

COMMON SCHOOL LANDS.

There were sold during the year 157 $\frac{1}{4}$  acres of the Common School Lands. The sales aggregate \$685. The collections were \$17,997.26. (*See Appendix No. 3, page 4.*)

GRAMMAR SCHOOL LANDS.

There were sold during the year 783 acres of these lands. The sales equalled \$765.50. The collections on account of these lands amounted to \$3,235.76. (*See Appendix No. 3, page 4.*)

## REVENUE FROM WOODS AND FORESTS.

The accruals for timber dues, bonus, ground rents, etc., for the year 1886 amount to \$742,029.64, and the total collections under same heads amount to \$715,804.61.

### TOTAL REVENUE.

The total collected from all sources during the year was \$820,895.68.

### EXPENDITURE.

The total expenditure of the Department for the year 1886, amounts to \$259,564.51.

## WOODS AND FORESTS.

The total collection during the year from Woods and Forests is \$715,804.61, which includes \$147,471.00 payment of bonuses on sale of timber berths of 22nd October, 1885, which became due in 1886. This sum being deducted leaves \$568,333.61 as revenue proper from timber dues, ground rents, etc.

The amount collected is in excess of the collections of 1885, and of the estimated receipts for the year, and may fairly be taken as indicating that transactions in sawn lumber in 1886 have been of increased volume ; that sales have been more readily effected, and on improved terms, as compared with the previous year.

The market for Square and Waney Pine has been dull during the season, sales of any importance being confined solely to the largest and finest timber, small sized and inferior pine being almost unsaleable except at greatly reduced prices ; the opinion prevails that it would be in the interest of the country were operations in square timber for exportation abandoned.

For the year 1887, the forecast is an increase in the cut of saw-logs, and a diminution in the manufacture of Square and Waney Pine.

## FIRE RANGING.

In my last report I referred to the anxiety the Department had had for some years to devise a means for preventing and suppressing bush fires, and for enforcing the provisions of the Fire Act. I pointed out that it had been determined to try the effect of placing a number of men, during the summer months, on the areas most exposed to fire, and with a view of giving the Licensees an interest, and some practical control, they had been invited to select the men who were to be so placed, in consideration of which, and the protection afforded their limits, it was arranged they should bear half the expenses of this scheme.

Last year, 1885, was the first year of the experiment which was found to work in a manner satisfactory to the Department as well as to the Licensees. Thirty-seven men were clothed with authority, instructed by the Department, and kept in the field during the summer months. Their presence was found to inculcate care on the part of the settlers and others, and a strong interest in the prevention of forest fires was kept alive, whilst the net expenses to the Province was under \$4,000, a very small expenditure for

such important results. At the close of the season the Licensees and others were invited to express their views on the benefits derived, the advisability of continuing the service, and to suggest any way in which they thought it could be improved. From all came expressions of satisfaction at the results achieved, requests that the service should be continued, and the only suggestions made were in the direction of increasing the number of men and extending the service over a wider area. The experiment having proved such a success, it was thought right to continue and extend it, and accordingly an additional sum was asked for, \$8,000 being voted for 1886, as against \$5,000 for 1885.

When the Licensees were invited to nominate their men for the season of 1886, it was found that the increased appropriation would not be sufficient to meet the pay of the number asked for ; experience having shewn that suitable men could be procured at a lower rate of wages than had been paid, a slight reduction was made, notwithstanding which, the number asked for could not be supplied. Forty-five men were instructed and placed in the field this year at a total cost of \$9,847.75, of which one-half has been refunded by the Licensees, leaving the net cost of the service to the Department to be \$4,923.87. In addition to those under pay, the experiment was tried of clothing with authority some of the Forest Rangers of the Licensees, so as to make them *ex-officio* officers under the Fire Act, ready to act in an emergency or to bring offenders to justice.

The experience of last year has been repeated this ; from all quarters come words of encouragement, satisfaction and commendation, together with requests for the continuance and extension of the service ; the moral effect of the presence of Government officers in the bush has proved a check on carelessness, and the men having been selected with care, not a single instance of friction between them and the settlers has reached the ears of the Department.

There was a heavy fire on the Bonnechere River in the Ottawa country, and a number of incipient fires at other points ; the Rangers were promptly on hand, secured help, and by strong organized efforts, fires which might have done great damage were checked and loss avoided. The Bonnechere fire was the most extensive in Eastern Ontario, but the statements made about its magnitude were greatly exaggerated, as the Fire Ranger on the limit reported the loss to be much smaller than it was stated to be. A serious fire was also reported in the Lake Superior country, which region is peculiarly exposed to fire, owing to the large number of mining prospectors who traverse it in every direction during the summer months, some of whom wantonly start fire prior to setting out to explore, so that the debris may be cleared off the surface of the rock and the veins exposed.

When the first fire district was proclaimed, settlement in the Lake Superior country was so sparse that no need for including it was seen, but recent experience has shewn the necessity for putting the Act in force there ; accordingly, a new Fire District has been proclaimed, extending to the Western Boundary of the Province, and the Wood Rangers, Crown Lands Agents and other officials, supplied with Proclamations and copies of the Fire Act to be distributed and posted up, and instructed to prosecute all offenders to the utmost rigour of the law.



Owing to the immense extent of that country and the small number of Crown Land officials there, it was found quite impossible to cover the ground; the Department is pleased, however, to know that the amount of timber destroyed or damaged is nothing approaching what it was reported to be, and it is hoped that the Fire Ranging Service next year will be much more efficient in that region.

In view of the success of the experiment made in the direction of preventing such immense losses of timber by fires as have occurred in past years and the strong pressure to continue the service and make it more effective, the Department has determined to do so and extend it, which will necessitate an increased vote. It is confidently assumed, however, that any judicious expenditure in this direction will meet the approval of the Province at large.

### FREE GRANTS.

There are 129 townships open for settlement under "The Free Grants and Homestead Act," no new townships having been added since my last report.

During the year just closed 1,149 locations were made on 162,734 acres of land, and 133 locatees purchased 5,474 acres. Owing to non-performance of the settlement duties 607 lots, located in former years, were resumed, and 706 patents were issued to locatees. (*See Appendix No. 10, pages 14 to 17.*)

Considerable settlement having taken place along the line of the Canadian Pacific Railway, west of Lake Nipissing, it was considered necessary for the convenience of the people to open a Crown Land Agency at Sudbury.

The Northern and Pacific Junction Railway, having recently been completed and opened for traffic from Gravenhurst to its junction with the Canadian Pacific at Thorncliffe; a considerable influx of settlers may be looked for during the coming year.

### CROWN SURVEYS.

The undermentioned surveys have been performed during the year, that is to say, the residue of the Townships of Head and Maria, in the County of Renfrew, have been sub-divided into farm lots of 100 acres each; the Townships of Deacon and Fitzgerald, in the District of Nipissing, into farm lots of 100 acres each; the Townships of Broder, Dill and French into lots of 320 acres each; the Townships of Ermatinger, Grassett, Montgomery, Morgan and Otter, in the District of Algoma, into lots of 320 acres each; the Townships of Conmee, Marks and Strange, in the District of Thunder Bay, into lots of 320 acres each.

A base and meridian line extending eastwards from the Township of Pic, in the District of Thunder Bay, has also been laid down. The outlines of seven Townships at the head of Lake Temiscamingue, in the District of Nipissing, have also been run, the whole of which are reported to be good farming land, with a clay soil, level and free from stone throughout.

An exploration of the land lying north of Rainy River and Rainy Lake, in the District of Rainy River, has resulted in the discovery of at least 600,000 acres of a soil which cannot be excelled in any part of the Province.



The outlines of a number of timber berths, in the Districts of Algoma and Nipissing have been run.

Several minor surveys have been executed.

The returns of the above-named surveys have, so far as received, been examined and closed.

The particulars in relation to these surveys will be found in *Appendices Nos. 14 and 15, pages 22, 23 and 24.*

The Surveyors' Reports in relation to the surveys will be found in *Appendices Nos. 19 to 34, pages 29 to 51, inclusive.*

### MUNICIPAL SURVEYS.

Four municipal surveys have been confirmed, and five instructions for same issued during the year, consisting of survey of town line between Pelham and Gainsborough; part of Second Concession line in Delaware, and the planting of monuments at the angles of certain lots in the Townships of Enniskillen, Moore, Osprey, Otonabee and East Whitby.

The particulars relating to these surveys will be found in *Appendices Nos. 12 and 13, pages 19, 20 and 21.*

### MINERAL SURVEYS.

Patents have been issued during the year for 8,277 acres of land for mining purposes, principally near White Fish Lake and Rabbit Mountain, in the District of Thunder Bay, the purchasers having furnished to the Department Surveyor's plans, field notes and descriptions of the survey of the locations, as required by the "General Mining Act." (*See Appendix No. 16, pages 25 and 26.*)

A report on mining operations will appear in the Annual Report of the Bureau of Industries.

### COLONIZATION ROADS.

The total expenditure upon the construction and repairs of Colonization Roads for the past year was \$145,213.80. For details see Superintendent's Report, *Appendix No. 35, pages 52 to 78.*

Respectfully submitted,

T. B. PARDEE,

Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1886.



# APPENDIX No. 1.

## RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1886.

BRANCH.	Name.	Designation.	When appointed.	Salary per Annum.	Remarks.
	Hon. T. B. Pardee...	Commissioner.....	1873, December 4.....	\$ 4,000 00	
	Thos. H. Johnson....	Assistant Commissioner.....	1869, August 21.....	2,800 00	
	George Kennedy.....	Law Clerk.....	1872, February 1.....	1,900 00	
	T. W. Gibson.....	Shorthand Writer and Clerk.....	1880, August 18.....	1,200 00	
	J. I. McIntosh.....	do.....	1886, August 1.....	1,200 00	
	A. Kirkwood.....	Chief Clerk.....	1854, March 21.....	1,800 00	
	J. M. Grant.....	Clerk.....	1860, May 12.....	1,300 00	
	J. J. Murphy.....	Clerk in charge of Free Grants.....	1872, May 1.....	1,200 00	
	P. Alma.....	Clerk.....	1871, August 1.....	1,000 00	
	Julian Sale.....	Clerk.....	1871, August 5.....	850 00	
	E. F. Stow.....	Clerk.....	1878, March 1.....	700 00	
Free Grants and Sales.....	G. B. Kirkpatrick.....	Chief Clerk.....	1866, January 30.....	1,800 00	
	W. Revell.....	Clerk.....	1871, October 2.....	1,050 00	
	W. F. Lewis.....	Clerk.....	1872, February 5.....	850 00	
	E. Fox.....	Chief Clerk Patents.....	1857, September 28.....	1,400 00	
Surveys, Patents and Roads.....	A. J. Taylor.....	Clerk.....	1872, October 1.....	1,200 00	
	Hy. Smith.....	Superintendent of Colonization Roads.....	1881, January 1.....	1,800 00	
	C. Cashman.....	Clerk.....	1872, September 1.....	1,000 00	
	G. B. Cowper.....	Chief Clerk.....	1857, October 14.....	,000 00	
	A. White.....	Clerk.....	1882, January 1.....	1,800 00	
	J. A. G. Crozier.....	Clerk.....	1867, December 1.....	1,200 00	
	J. Durkin.....	Clerk.....	1884, August 22.....	1,100 00	
Woods and Forests.....	H. R. Hardy.....	Clerk.....	1883, November 1.....	900 00	

Resigned 31st July, 1886.

APPENDIX No. 1.—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1886.

BRANCH.	Name.	Designation.	When appointed.	Salary per Annum.	Remarks.
Accounts	D. G. Ross	Accountant.	1861, April 15	\$ 1,600 00	
	R. H. Browne	Chief Clerk, Agents returns	1862, May 14	1,300 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	850 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. Macdonald	Messenger	1862, May 19	550 00	
	R. Burroughes	Fireman	1868, June 1	530 00	
	D. Kinnear	Night Watchman	1873, September	460 00	

D. GEORGE ROSS, Accountant.

T. B. PARDEE, Commissioner.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1886.



# APPENDIX No. 2.

## List of Crown Land Agents for the Disposal of Free Grants, 1886.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	REMARKS.
Anderson, D.	Part of Peterborough	1870, November 21	\$ c.	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	
Cockburn, J. D.	" Nipissing District	1884, May 21	500 00	
Day, J. F.	" Algoma District	1875, July 19	500 00	Agent for sale of lands.
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	
Duncan, A. G.	St. Joseph Island	1883, December 23	200 00	
Fielding, W.	Part of Victoria	1882, February 23	500 00	
Frood, Th.	" Algoma	1886, May 21	500 00	
Gilligan, B. J.	" Nipissing District	1884, March 26	500 00	
Handy, E.	" Parry Sound District	1879, January 3	500 00	
Kennedy, J. D.	" Renfrew	1885, October 30	500 00	
Mackay, T.	" Parry Sound District	1881, December 5	500 00	
Macpherson, R.	" Frontenac	1871, July 18	500 00	
Margach, W.	" Thunder Bay District	1886, August 31	250 00	Agent for sale of lands.
Nichols, W. L.	" Algoma District	1885, August 27	500 00	
Reeves, J.	" District of Nipissing	1872, February 12	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R.	" Hastings	1882, May 1	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Taylor, T. C.	" District of Muskoka	1881, December 15	500 00	
Whelan, J.	" Renfrew	1884, September 19	300 00	
Wright, A.	" Thunder Bay District	1875, May 5	500 00	

D. GEORGE ROSS,  
Accountant.

T. B. PARDEE,  
Commissioner

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1886.

## APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales, and Amount of Collections for  
the Year, 1886.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Clergy Lands.....	1,788	2,087 18	8,129 89
Crown Lands.....	55,641	50,169 65	55,452 15
Common School Lands .....	157½	685 00	17,997 26
Grammar School Lands.....	783	765 50	3,235 76
Total . . . . .	58,369½	53,707 33	84,815 06

D. GEORGE ROSS,  
Accountant.

T. B. PARDEE,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1886.

## APPENDIX No. 4.

STATEMENT of the Gross Collections of the Department of Crown Lands for the  
year 1886.

SERVICE.		\$ cts.	\$ cts.
<i>Land Collections.</i>			
Crown Lands.....		55,452 15	
Clergy Lands.....		8,129 89	
Common School Lands.....		17,997 26	
Grammar School Lands.....		3,235 76	
Rent.....		76 00	
In Suspense.....		11,526 04	96,417 10
<i>Woods and Forests.</i>			
Timber Dues.....		516,377 68	
Ground Rent.....		42,961 50	
Bonus.....		156,458 55	
In Suspense.....		6 88	715,804 61
Casual Fees.....		524 95	
Surveyors' Fees.....		180 00	704 95
Inspections	Refund .....	723 78	
Surveys	do .....	657 70	
Destitute Settlers	do .....	578 22	
Settlers' Homestead	do .....	272 65	
Colonization Roads	do .....	737 15	
Fire Prevention	do .....	4,999 52	7,969 02
			820,895 68

D. GEORGE ROSS,  
Accountant.

T. B. PARDEE,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO.

## APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands for the year 1886, which are considered as Special Funds.

SERVICE.	\$ cts.	\$ cts.
<i>Clergy Lands.</i>		
Principal.....	5,067 30	
Interest.....	3,062 59	8,129 89
<i>Common School Lands.</i>		
Principal.....	8,073 10	
Interest.....	9,924 16	17,997 26
<i>Grammar School Lands.</i>		
Principal.....	2,192 70	
Interest.....	1,043 08	3,235 78
		29,362 93

D. GEORGE ROSS,  
Accountant.

T. B. PARDEE,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO.



## APPENDIX No. 6.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the  
Year 1886.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries.—Land.</i>			
Anderson, D.	500 00		
Best, S. G.	500 00		
Brown, C. P.	500 00		
Cockburn, J. D.	500 00		
Dawson, G. W.	500 00		
Duncan, A. G.	200 00		
Day, J. F.	500 00		
Fielding, W.	500 00		
Frood, F.	306 94		
Handy, E.	500 00		
Gilligan, B. J.	500 00		
Kennedy, J. D.	500 00		
Mackay, T.	500 00		
Macpherson, R.	500 00		
Nichols, W. L.	577 00		
Margach, W.	83 00		
Reeves, J.	500 00		
Scarlett, J. S.	500 00		
Stewart, C. R.	500 00		
Tait, J. R.	500 00		
Taylor, T. C.	500 00		
Whelan, J.	500 00		
Wright, A.	333 33		
		10,500 27	
<i>Salaries.—Timber.</i>			
Campbell, P. C.	1,600 00		
Johnson, T. E.	1,600 00		
Macdonald, W. J.	250 00		
Margach, W.	1,000 00		
McWilliams, J. B.	2,000 00		
Tasse, D.	100 00		
Way, J. F.	1,440 00		
		7,990 00	
<i>Agents' Disbursements.</i>			
Anderson, D.	16 89		
Best, S. G.	47 56		
Brown, C. P.	10 37		
Campbell, P. C.	210 57		
Cockburn, J. D.	65 82		
Dawson, G. W.	15 58		
Duncan, A. G.	4 64		
Day, J. F.	26 64		
Fielding, W.	16 80		
Frood, F.	3 17		
Handy, E.	38 56		
Gilligan, B. J.	5 64		
Johnson, T. E.	141 50		
Kennedy, J. D.	5 75		
Mackay, T.	14 56		
Macpherson, R.	48 88		
Margach, W.	329 20		
McWilliams, J. B.	287 74		
Nichols, W. L.	33 97		
Ponpore, J.	26 23		
Reeves, J.	30 50		
Scarlett, J. S.	31 95		
Stewart, C. R.	14 75		
Tait, J. R.	11 30		
Taylor, T. C.	75 37		
Whelan, J.	8 21		
Wright, A.	23 50		
Way, J. F.	122 98		
		1,668 63	

APPENDIX No. 6.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the  
Year 1886.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Miscellaneous.</i>			
Bick, G., inspecting.....	11 25		
Burst, D. E., do .....	62 00		
Paget, G., do .....	20 00		
Macdonald, D. F., inspecting.....	80 00		
Shaw, J., collecting accounts.....	100 46		
Browne, B., travelling expenses.....	10 00		
Cowper, G. B., do .....	11 50		
Kennedy, G., do .....	3 00		
Russell, A. J., do .....	27 70		
White, A., do .....	156 63		
		482 54	
			20,641 44
<i>Wood Ranging.</i>			
Brady, J.....		710 00	
Brennan, P.....		595 00	
Bick, G.....		1,047 93	
Campbell, R. A.....		425 00	
Dulmage, A. F.....		1,290 00	
Halliday, F.....		1,061 00	
Halliday, J.....		710 00	
Johnson, S. M.....		1,613 07	
Kennedy, J.....		633 20	
Ludgate, T.....		1,125 20	
Margach, W.....		1,102 55	
Macdonald, D. F.....		697 90	
Moore, D. H.....		1,102 55	
McCogherty, P.....		595 00	
McGown, W.....		680 00	
Paget, G.....		1,190 25	
Russell, W.....		1,608 86	
Shaw, J.....		1,263 12	
Smith, J. W.....		1,023 00	
Turgeon, J. B.....		590 00	
Wood, D.....		99 00	
			19,072 08
<i>Timber Inspections.</i>			
Bick, G.....		111 75	
Galbraith, W.....		15 00	
Kennedy, J.....		141 23	
Macdonald, D. F.....		564 36	
McGown, T.....		212 13	
Shaw, J.....		35 10	
			1,079 62
<i>Forest Fire Prevention.</i>			
Assaut, T.....		156 00	
Barr, S.....		176 00	
Bellingham, S.....		202 00	
Boland, W.....		235 25	
Borrow, E.....		246 00	
Bradley, P.....		128 50	
Bremner, W.....		210 00	
Brewer, C. E.....		206 00	
Bromley, T.....		262 00	
Campbell, D.....		242 00	
Campbell, R. A.....		206 00	
Coglin, J.....		188 00	
Conway, J.....		246 00	
Delaire, L.....		184 00	
Donnelly, P.....		174 00	
Donnelly, R. S.....		324 00	
Feeney, J.....		154 00	
Garvey, P.....		348 00	

APPENDIX No. 6.—*Continued.*STATEMENT of the Gross Disbursements of the Department of Crown Lands for the  
Year 1886.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Forest Fire Prevention—Continued.</i>						
Guertin, J.			254	00		
Haley, C.			238	00		
Hamilton, G. H.			256	00		
Hoskins, J.			240	25		
Henessy, M.			150	00		
Humphrey, J. G.			219	00		
Johnson, E.			279	00		
Labrash, J.			176	00		
Love, R.			55	75		
Mackey, W. C.			156	00		
Mitchell, J.			250	00		
Mohr, G. T.			177	00		
Mulharn, B.			174	00		
McCallum, A.			210	00		
McDonell, A.			271	00		
McEwan, J.			31	00		
McFarlan, J.			190	00		
McLaren, F.			246	00		
McNab, W. C.			254	00		
Parcher, A.			262	00		
Playfair, E.			240	00		
Porter, J.			252	00		
Sage, N.			207	00		
Scantlin, J.			102	00		
Thomson, F. N.			345	00		
Whyte, J. S.			372	00		
Wickware, A. P.			179	00		
Wyllie, W. A.			174	00		
					9,847	75
Refunds					8,548	37
Colonization Roads					145,893	80
Surveys					45,454	49
Board of Surveyors					400	00
<i>Contingencies.</i>						
Printing and Binding			1,323	45		
Stationery			1,401	99		
Postage and Telegraphing			1,176	19		
Extra Clerks			1,790	00		
Fireman			550	50		
Office-keeper			500	00		
Messenger			550	50		
Night Watchman			462	50		
Subscriptions and Advertising			593	67		
Sundries			278	16		
					8,626	96
					259,564	51

D. GEORGE ROSS,  
Accountant.T. B. PARDEE,  
Commssioner.DEPARTMENT OF CROWN LANDS,  
TORONTO.

## APPENDIX No. 7.

## WOODS AND FORESTS.

STATEMENT of Revenue Collected during the Year ending 31st December, 1886.

	\$	c.	\$	c.
Amount of Ottawa collections, John Poupore .....	224,984	41		
“ “ H. J. Chaloner .....	17,796	92	242,781	33
Amount of Belleville collections, J. F. Way .....	82,699	82	82,699	82
Amount of Western Timber District collections at Department .....	352,944	68		
“ “ “ “ H. J. Chaloner .....	37,378	78	390,323	46
Total .....			715,804	61

T. B. PARDEE,  
Commissioner.G. B. COWPER,  
Chief Clerk in Charge.DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1886.



# APPENDIX No. 8.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1886.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum up to 1st July, '73.	Salary per Annum from 1st July, '73.	REMARKS.
Upper Ottawa.....	John Poupore.....	Ottawa City.....	.....	\$ c.	\$ c.	
	C. S. McNutt, Assistant.....	".....	1858, April 13. ....	1,400 00	1,800 00	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	J. Ritchie, Clerk.....	".....	1864, June 23. ....	1,000 00	1,400 00	
	A. J. Russell, jr., Draughtsman.....	".....	1867, April 1. ....	700 00	1,200 00	
	E. T. Smith, Clerk.....	".....	1864, June 23. ....	650 00	1,000 00	
	J. Jackson, Messenger.....	".....	1871, August 1. ....	300 00	300 00	{ Additional to his salary from the Department of Public Works, Ottawa.
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter.....	".....	1882, August 18. ....	.....	*	
	James Steen, Timber Counter.....	".....	1861, May 27. ....	\$2 per diem.	\$2 per diem.	During season of Navigation.
	John Redmond, Assistant, and Boatman.....	".....	1872, March 1. ....	"	"	"
Belleville Agency.....	Joseph F. Way, Agent.....	Belleville.....	1854, May 6. ....	1,440 00	1,440 00	{ The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
Collector at Quebec...	H. J. Chaloner, Acting Agent.....	Quebec.....	.....	.....	.....	
	Henry John Miller, Assistant.....	".....	1883, September 13. ....	.....	1,200 00	
	William Miller, Clerk.....	".....	1872, November 7. ....	1,000 00	1,000 00	

\*The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to the 31st December, 1883, \$150 per annum in addition to the amount paid by Public Works. Allowance by the Provincial Governments increased to \$250 each, per annum, from 1st January, 1884

G. B. COWPER, Chief Clerk in Charge.

T. B. PARDEE, Commissioner.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1886.

APPENDIX

WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

## QUANTITIES AND DESCRIP

AGENCIES.	Area covered by Timber Licenses.	SAW LOGS. (A Standard is 200 feet B. M.)				Oar Logs.
		White Pine.		Other.		
	Square miles.	Pieces.	Standards.	Pieces.	Standards.	Pieces.
Ottawa Timber District . .	6,778	1,959,863	1,306,178	14,471	6,804	50
Belleville Timber District.	1,907	1,051,966	549,338	40,459	12,304	.....
Western Timber District..	9,801	1,345,748	819,003	1,607	548	.....
Total .....	18,486	4,357,577	2,674,519	56,537	19,656	50

## GENERAL STATEMENT OF

AGENCIES.	Railway Ties.	Hemlock.		Cordwood.		Telegraph Poles.
	Pieces.	Pieces.	Feet.	Hard. Cords	Soft. Cords.	No.
Ottawa Timber District .....	30,677	6	273	243	4036	1,387
Belleville Timber District ....	28,600	46	2267	53	.....	.....
Western Timber District.....	911,989	.....	.....	19,244	2315	.....
Total .....	971,266	52	2540	19,540	6851	1,387

G. B. COWPER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1886.

No. 9.

## FORESTS.

Rent and Bonus, during the year ending 31st December, 1886.

## TION OF TIMBER.

SQUARE TIMBER.				Boom and Dimension Timber.		Elm, Ash, Spruce and White Wood.		Oak.		Tamarac.	
White Pine.		Red Pine.									
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stand- ards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.
33,383	1,618,621	4,400	175,394	82,491	87,957	{ S. 11 White 282 Wood 55 E. 464 2,453 A. 167 18,592 5,350 E. 35 1,204 A. 65 2,372 }				171	5,075
1,591	81,488	.....	.....	25,157	26,113	{ E. 35 A. 65 }		10	293	6	222
57,251	3,209,867	285	15,065	20,897	33,215	{ A. 116 E. 240 }	3,990 7,199	27	838	16	552
92,225	4,909,976	4,685	190,459	128,545	147,285	{ S. 11 White 282 Wood 55 E. 739 2,453 A. 348 26,995 11,712 }		37	1,131	193	5,849

## TIMBER, ETC.—Continued.

Traverses.	Lineal feet Cedar.	Cedar Posts.	Cords Bolts.	Spiles.	AMOUNTS ACCRUED.				
					Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Pieces.	Feet.	Cords	No.	No.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
2,063	137,148	28	209	...	383 17	235,493 66	16,584 28	8 00	252,469 11
.....	420,737	2,956	.....	.....	477 78	92,099 48	3,762 00	10 80	96,350 06
.....	.....	4	4,914	18,650	9,322 73	210,167 24	24,707 50	149,013 00	393,210 47
2,063	557,885	2,988	5,123	18,650	10,183 68	537,760 38	45,053 78	149,031 80	742,029 64

T. B. PARDEE,  
Commissioner.

# APPENDIX No. 10.

Return of the number of locatees and of acres located, of purchasers and of acres sold; of lots resumed for non-performance of settlement duties; and of patents issued, under the "Free Grants and Homesteads Act," during the year 1886.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of Per- sons located.	Number of Acres located.	Number of Pur- chasers.	Number of Acres sold.	Number of Can- cellations.	Number of Patents.
Baxter .....	Muskoka	T. C. Taylor, Bracebridge....	7	1,064	.....	.....	.....	.....
Brunel .....			4	600	.....	.....	5	10
Chaffey .....			10	1,087	2	190	6	16
Draper .....			7	730	.....	4	5	4
Franklin .....			6	882	1	.....	6	14
Macaulay .....			.....	.....	.....	.....	.....	3
Medora .....			10	1,303	1	16	15	13
Monck .....			.....	.....	.....	.....	.....	3
Morrison .....			5	763	.....	.....	4	3
Muskoka .....			7	985	.....	.....	6	2
McLean .....			3	447	.....	.....	.....	7
Oakley .....			11	1,610	.....	.....	13	13
Ridout .....			3	232	.....	.....	5	4
Ryde .....			9	1,006	1	55	7	11
Sinclair .....			18	2,959	1	200	10	19
Sherborne .....			2	406	1	23	.....	1
Stephenson .....			2	255	.....	.....	4	7
Stisted .....			5	756	1	4	5	23
Watt .....			7	628	.....	.....	4	12
Wood .....			17	2,629	2	24	4	1
Cardwell .....	Parry Sound	Mrs. T. MacKay, Parry Sound	17	2,517	1	100	14	6
Carling .....			7	969	1	116	8	3
Christie .....			2	396	.....	.....	3	1
Fergusson .....			2	288	.....	.....	2	1
Foley .....			2	175	.....	.....	.....	5
Hagerman .....			3	474	.....	.....	1	6
Humphry .....			12	1,863	1	86	9	1
Monteth .....			14	2,297	.....	.....	18	7
McConkey .....			3	397	.....	.....	2	.....
McDougall .....			4	686	.....	.....	9	2
McKenzie .....			3	839	1	67	3	10
McKellar .....			8	1,332	.....	.....	9	4
Shawanaga .....			1	153	.....	.....	4	.....
Wilson .....			.....	.....	.....	.....	.....	2



Cleppan .....	3	394	1	7
Croft .....	5	450		6
Perrie .....				1
Gard .....	12	2,213	4	3
Lount .....	15	2,280	1	6
Macdon .....	18	2,995	3	12
Mills .....	12	2,193		2
Pringle .....	7	1,315	1	
Ryerson .....	8	1,063		12
Spence .....	10	1,169	3	14
Strong .....	16	1,885	5	17
Armour .....	17	2,157	4	29
Bethune .....	13	2,173	3	10
Joly .....	45	8,139	11	26
McMurch .....	28	1,935	4	8
Perry .....	14	1,820	1	12
Poundfoot .....	10	1,693	4	24
				1
Hardy .....				
Hinsworth .....	59	11,320	9	23
Laurier .....	27	5,039		6
Nipissing .....	28	4,694	2	8
Patterson .....	2	406	1	3
Anson .....				
Glanorgan .....	7	731	2	1
Hindon .....	3	362		9
Latterworth .....	7	746		2
Minden .....	5	591		3
Stanhope .....	3	162		7
Snowdon .....	12	1,645	1	12
				9
				7
Peterboro' .....				
do .....	7	846	1	4
Haliburton .....	12	1,577		13
do .....	14	2,070		11
				9
Peterboro' .....	9	1,098		4
Hastings .....	5	674	1	5
do .....	2	277		1
do .....	1	199		1
Carlton .....	2	293		5
Cashel .....	5	694	1	2
Dungannon .....	7	878	1	2
Paraday .....	19	3,008	1	3
Herschel .....	15	2,145		3
Innertick .....	15	1,535	1	5
Mayo .....	2	250		4
Monteagle .....	9	1,123	1	1
Wollaston .....	20	2,410	2	4
				6
Parry Sound .....				
S. G. Best, Maganetawan .....				
Parry Sound .....				
E. Handy, Ensdale .....				
Parry Sound .....				
J. S. Scarlett, Nipissing .....				
Haliburton .....				
Wm. Fielding, Minden .....				
Peterboro' .....				
do .....				
do .....				
Peterboro' .....				
Hastings .....				
do .....				
do .....				
Carlton .....				
Cashel .....				
Dungannon .....				
Paraday .....				
Herschel .....				
Innertick .....				
Mayo .....				
Monteagle .....				
Wollaston .....				

APPENDIX No. 10—*Continued.*

RETURN of the number of locatees and of acres located, etc.

TOWNSHIP.	District or County.	Agent.	Number of persons located.	Number of acres located.	Number of purchases.	Number of acres sold.	Number of cancellations.	Number of patents.	
Abinger .....	Addington .....	{ G. W. Dawson, Plevna .....	4	600	..	..	2	2	
Denbigh .....	do .....		16	2416	9	24	4	2	
Canonto, South .....	Frontenac .....		4	547	2	117	3	..	
do North .....	do .....		..	..	..	..	..	..	
Clarendon .....	do .....		16	2046	3	19	10	8	
Miller .....	do .....	{ .....	..	..	..	..	..	..	
Palmerston .....	do .....		8	1067	1	3	4	8	
Algona, North .....	{ Renfrew .....		..	..	..	..	..	..	
do South .....			13	1470	4	272	5	1	
Brougham .....			1	97	..	..	..	7	
Grattan .....			12	1738	7	431	3	2	
Hagarty .....			11	1308	2	2	7	5	
Richards .....	{ .....	{ James Reeves, Eganville .....	..	..	..	..	..	7	
Wilberforce .....			4	295	4	249	3	12	
Brudenell .....			..	..	..	..	..	..	
Griffith .....			13	1422	1	27	9	9	
Lyndoch .....			2	191	..	..	1	..	
Matawatchan .....	{ Renfrew .....	{ John Whelan, Brudenell .....	5	507	1	..	1	1	
Radclyffe .....			7	1167	..	..	5	..	
Raglan .....			4	400	..	..	2	4	
Sebastopol .....			21	2808	..	..	7	4	
Sherwood .....			5	573	..	..	5	1	
Alice .....	{ .....	{ .....	9	1296	..	..	9	3	
Buchanan .....			16	1575	1	100	3	4	
Fraser .....			9	1193	1	20	1	3	
Head .....			..	..	..	..	..	..	
Maria .....			..	..	..	..	..	..	
McKay .....	{ Renfrew .....	{ J. D. Kennedy, Pembroke .....	1	47	..	..	..	..	
Petewawa .....			14	1521	3	15	5	3	
Rolph .....			5	591	..	..	..	3	
Wylie .....			6	635	..	..	3	2	
Pem. & Mattawan Road .....			1	134	1	113	..	..	

Bonfield.....	{	Nipissing	34	4511	.....	.....	.....	5
Calvin .....			20	2680	.....	1	100	5
Ferris .....			54	6750	.....	.....	31	5
Mattawan .....			14	1426	.....	1	108	2
Papineau.....	{	Algoma	.....	.....	.....	.....	3	
Awères.....			3	440	.....	.....	.....	1
C. F. Koral.....			4	640	.....	.....	.....	2
Parke .....			.....	.....	.....	.....	.....	.....
Prince .....	{	Algoma	4	625	.....	.....	.....	2
Plummer .....			40	4621	.....	6	275	3
St. Joseph Island.....			23	3547	.....	1	165	27
Oliver .....			21	3016	.....	2	200	42
Paipoonge.....	{	Thunder Bay	.....	.....	.....	.....	15	
Blake .....			.....	.....	.....	.....	.....	3
Crooks .....			.....	.....	.....	.....	.....	.....
Dawson Road .....			.....	.....	.....	.....	.....	2
Total.....			1149	162734	133	5474	607	706

JOSEPH J. MURPHY,  
Clerk in Charge.

T. B. PARDEE,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1886.

# APPENDIX No. 11.

STATEMENT of the Number of Letters Received and Mailed by the Department in 1883, 1884, 1885 and 1886.

YEARS.	BRANCHES.						Transferred to other Departments.	Total.	Names Indexed.	Enclosures.	Orders in Council.	Returned, not called for at Address.	Mailed from the Department.
	Sales and Free Grants.	Accountant's.	Surveyor's.	Woods and Forests.	Colonization Roads.								
1883	8,547	1,452	1,333	2,394	2,750	89	16,515	20,000	30,000	14	24	19,511	
1884	8,723	1,214	1,263	2,106	2,796	19	16,121	20,000	30,000	18	42	19,661	
1885	8,116	1,236	1,762	2,538	2,448	29	16,129	20,000	30,000	26	25	20,059	
1886	7,590	1,088	1,877	2,855	2,487	30	15,927	20,000	30,000	13	40	20,368	

JOHN MORPHY,  
Registrar.

T. B. PARDEE,  
Commissioner.

Toronto, December 31st, 1886.



# APPENDIX No. 12.

STATEMENT of the Municipal Surveys confirmed during the year 1886.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when confirmed.
1	Edward Gardiner.....	515	6th August, 1883.....	To survey the Town line between the Townships of Pelham and Gainsborough, and to plant durable monuments at the ends of each Concession line in the said Townships abutting upon said Town line.....	5th October, 1886.
2	J. G. Sing.....	521	27th June, 1884.....	To survey the Boundary line between Concession A and the adjoining Concessions in the Township of Osprey, and to plant durable monuments at the rear angles of the lots in said Concession A and at the north-east and south-east angles of lot number 37 in each of the Concessions numbered 4 to 14 inclusive in said Township.....	19th July, 1886.
3	C. A. Jones.....	528	7th July, 1885.....	To survey that part of the 2nd Concession line in the Township of Delaware extending from the Base line to the line between lots numbers 5 and 6 and to plant durable monuments therein.....	11th October, 1886.
4	Joseph De Gurse.....	536	29th March, 1886.....	To survey lots numbers 7 to 12 inclusive in the 3rd and 4th Concessions of the Township of Moore, and to plant durable monuments at the rear angles of said lots on the blind line between said Concessions.....	20th July, 1886.

GEORGE B. KIRKPATRICK, P. L. S.,

Chief Clerk in Charge,

DEPARTMENT OF CROWN LANDS,

Toronto, December 31st, 1886.

T. B. PARDEE,

Commissioner.

## APPENDIX No. 13.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1886.

No.	NAME OF SURVEYOR.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	John Hy. Jones .....	535	23rd March, 1886 .....	To survey lots Nos. 19, 20, 21, in the 13th and 14th concessions of the Township of Enniskillen, and to plant durable monuments at the rear angles thereof.....	
2	Joseph De Gurse .....	536	29th March, 1886 .....	To survey lots Nos. 7 to 12 inclusive, in the 3rd and 4th concessions of the Township of Moore, and to plant stone or other durable monuments at the rear angles thereof.....	20th July, 1886.
3	Joseph De Gurse .....	537	14th May, 1886 .....	To survey lots Nos. 19, 20, 21, in the 10th concession of Enniskillen, and to plant stone or other durable monuments at the front and rear angles of said lots, being those in the lines between lots 19 and 20, between the east and west halves of lot 20, between lots 20 and 21, and between the east and west halves of lot 21..	
4	W. E. Yarnold.....	538	19th July, 1886 .....	To survey lots Nos. 10 and 11, in the 5th concession of the Township of East Whithy, and to plant durable monuments at the front and rear angles of said lots, on each side of the road allowance between said lots .....	
5	Villiers Sankey.....	539	11th August, 1886 .....	To survey lots Nos. 10 and 11, in the 17th concession of the Township of Otonabee, and to plant durable monuments at each end of the limit between said lots, being the south-east and south-west angles of lot 11, and the north-east and north-west angles of lot 10.....	

6	H. B. Proudfoot.....	540	24th August, 1886.....	To survey lots Nos. 24, 25, in the 4th concession of the Township of West Wawanosh, and to plant durable monuments at the north-easterly and south-easterly angles of lot No. 24, and at the north-westerly and south-westerly angles of lot No. 25, at each side of the allowance for road between said lots.....
7	Edward Gardiner.....	541	21st September, 1886.....	To survey the town line between the Township of Pelham and Clinton, and to plant stone monuments at the end of each concession line in the said townships abutting thereon.....
8	T. J. Patten.....	542	9th November, 1886.....	To survey and plant durable monuments at the front angles of lots Nos. 16, 17, 20, 21, 28, 29, in the 1st and 2nd concessions of the Township of Assiginack on each side of the Government Road, known as South Bay Road, leading from Manitowaning to Michael's Bay.....

T. B. PARDEE,  
Commissioner.

GEORGE B. KIRKPATRICK, P. L. S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1886.

# APPENDIX No. 14.

## STATEMENT of Crown Lands Surveys completed and closed during the year 1886.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.		No. of Acres.
				\$	c.	
1	23rd January .. } 1884. 5th March.... }	Charles Unwin .....	Part of Yonge street north of lot 115, township of East Gwillimbury .....	415	09	.....
2	29th May, 1885 .....	T. O. Bolger.....	Township of Lybster.....	21	69	23,167
3	29th May, 1885 .....	T. O. Bolger .....	Township of Gillies.....	29	95	23,285
4	30th November, 1885 .....	G. B. Abrey .....	Outlines of timber berths Nos. 110 and 116 on north shore of Lake Huron ..	137	75	.....
5	11th December, 1885 .....	David Beatty .....	Outlines of timber berths Nos. 168, 167, 162, 161, 155, 156 and Williams and Murray berth on north shore of Lake Huron .....	466	58	.....
6	24th December, 1885 .....	H. R. McEvoy .....	Limit between timber berths Nos. 16 and 24, north shore Lake Huron .....	204	89	.....
7	2nd March, 1886 .....	A. L. Russell .....	Flying survey west and south of the township of Lybster.....	1,248	61	.....
8	10th March, 1886 .....	Alex. Niven .....	Outlines of timber berths 11, 12, 19, 20 and Mosson Boyd's berth, north of French River.....	892	50	.....
9	8th May, 1886 .....	Villiers Sankey .....	Survey of limit between timber berths 169 and 176, north shore of Lake Huron .....	204	00	.....
10	29th May, 1886 .....	Elihu Stewart .....	Township of Maria (residue).....	2,932	30	41,890
11	29th May, 1886 .....	William Bell .....	Township of Head (residue) .....	2,303	49	32,907
12	29th May, 1886 .....	Thomas Byrne.....	Township of Deacon .....	4,349	59	62,137
13	29th May, 1886 .....	Alexander Niven .....	Outlines of townships at the head of Lake Temiscamingue .....	2,572	58	.....
14	29th May, 1886 .....	W. R. Burke .....	Township of Broder.....	1,646	05	23,515
15	29th May, 1886 .....	Isaac L. Bowman .....	Township of Dill.....	1,638	63	23,409
16	29th May, 1886 .....	Willis Chipman.....	Township of French .....	1,655	15	23,645
17	29th May, 1886 .....	James Dickson.....	Verification of certain timber limit lines in Huron and Ottawa territory .....	1,343	51	.....
18	29th May, 1886 .....	A. G. Cavana. ....	Township of Otter .....	1,570	38	22,434



19	29th May, 1886	Alexander Baird	Township of Grassett	1,735 72	24,796
20	29th May, 1886	Joseph DeGurse	Township of Morgan	1,634 43	23,349
21	29th May, 1886	Thomas B. Speight	Township of Montgomery	1,631 00	23,300
22	29th May, 1886	H. B. Proudfoot	Township of Ernatinger	1,625 96	23,228
23	29th May, 1886	F. F. Miller	Base and meridian line east of Pic, Lake Superior	1,505 80	
24	29th May, 1886	A. L. Russell	Township of Connee	1,794 38	25,634
25	29th May, 1886	M. J. Butler	Township of Marks	1,878 80	26,840
26	3rd September, 1886	G. B. Kirkpatrick	Expenses incurred going to township of Sunnidale (twice) and finally settling dispute as to P. L. S. Creswicke's survey	138 70	
27	1st November, 1886	H. R. McEvoy	Survey of north boundaries of timber berths 48, 49, north shore Lake Huron	408 00	
28	25th February, 1882	W. J. Macdonald	Boundaries of licenses 138, 42 and 41 of 1873-9, Petewawa	78 00	
			April 28th, F. L. Foster, for making map of Ontario	300 00	
			May 10th, Calvin M. Smith, for lithographed maps of Huron and Ottawa territory, including express charges and duty	752 66	
			July 12th, Department of Interior for map of Fort Francis	5 00	
			August 18th, J. F. Peterkin, framing two dozen maps of Huron and Ottawa territory	19 20	
			October 22nd, Canada Railway News Co., hanging maps in railway stations	9 60	
			October 2nd, the Copp, Clark Company for lithographed township maps	220 00	
			December 27th, Charles Potter, for surveyors instruments	20 00	
			December 29th, the Copp, Clark Company, for lithographed maps of north shore Lake Huron	60 00	
			December 29th, the Copp, Clark Company, for maps of Ontario	750 00	
			December 31st, F. L. Foster, for making maps of Thunder Bay District and township of Sunnidale	155 00	
				38,354 99	423,536

GEORGE B. KIRKPATRICK, P. L. S., Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1886.

T. R. PARDEE,  
Commissioner.

# APPENDIX No. 15.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date, during present year.

No.	Date of Instruction.	Name of Surveyor.	Description of Survey.	Amount Advanced.
1	29th May, 1885	M. J. Butler	Verification survey of the Township of Kennebec	\$ c. nil.
2	29th May, 1886	J. W. Fitzgerald	Township of Fitzgerald	3,800 00
3	29th May, 1886	G. B. Abrey	Township of Strange	1,700 00
4	29th May, 1886	Thos. Oliver Bolger	Examination of land near Rainy River	1,600 00
				\$7,100 00

T. B. PARDEE,  
Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1886.

# APPENDIX No. 16.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory on the north shore of Lake Superior, in the District of Thunder Bay during the year 1886.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
1	1834	Oliver Daunais	Mining Location, R 112, R 113, north of Whitefish Lake	160	160 00	2nd January, 1886.
2	1837	C. T. Buchanan, C. F. Eschweiler, R. Buchanan, and M. T. Getchell	200 T, 201 T, south-west of Paipoonge.	416	416 00	2nd "
3	1840	W. W. Fraden and John McGuire.	176 T, north of Whitefish Lake.	79	79 00	7th "
4	1841	L. H. Griener and H. E. Long.	R 145, north-east of Whitefish Lake	80	80 00	8th "
5	1842	The Canadian Pacific Railway Co.	Divisional Station Grounds at White River.	564	564 00	13th "
6	1844	N. M. L. Rutan	Mining Locations, Islands R 201, R 202, R 203, in Whitefish Lake.	8 1-10	10 00	28th "
7	1881	William Henry Laird	R 59, north-east of Whitefish Lake.	80	80 00	1st April,
8	1882	M. S. Stewart and C. S. Allen.	213 T, south-west of Whitefish Lake.	80	80 00	1st "
9	1883	Frederick W. Wieland.	R 140, north-east of Whitefish Lake.	72	72 00	1st "
10	1884	William J. Franks	26 T, 27 T and 29 T, North of Arrow Lake.	218	218 00	6th "
11	1885	Walter Barwick	243 T, 244 T, Poplar Point, Lake Nipigon.	347	347 00	2nd "
12	1886	John Fraser.	234 T, west end of Arrow Lake.	79	79 00	5th "
13	1887	R. G. Peters, C. R. Gehl, W. F. Gehl, and J. D. Gehl.	R 200, on Round or Basin Lake, east of Arrow Lake.	123	123 00	6th "
14	1888	Greene Pack	264 T, north-east of Arrow Lake.	80	80 00	5th "
15	1889	William J. Franks.	R 153, R 154, R 155, east of Whitefish Lake	240	240 00	5th "
16	1890	Oliver Daunais	R 204, R 208, south of Whitefish Lake	295	295 00	5th "
17	1891	do	R 119, west of Whitefish Lake	80	80 00	6th "
18	1892	O. N. Murdock, J. F. Elwell, C. H. Sunderland, P. M. French, H. G. Haas.	236 T, 237 T, north-east of Whitefish Lake	160	160 00	6th "
19	1893	Alex. Fraser	15 T, east end of Arrow Lake.	70	70 00	6th "
20	1903	The Peerless Mining Company	R 137, R 138, in Township of Gillies	159	159 00	28th "
21	1904	do	R 171, east of Whitefish Lake.	80	80 00	29th "
22	1905	do	R 149, north-east of Whitefish Lake.	159	159 00	22nd "
23	1906	do	R 160, north-east of Whitefish Lake.	80	80 00	22nd "
24	1915	B. W. Harris, John Merrill, and Chas. Gehl.	R 91, R 92, R 93, near Whitefish Lake	240	240 00	3rd May,
25	1918	Rich'd. G. Peters	266 T, 268 T, south of Whitefish Lake.	401 6-10	803 00	11th May,
26	1928	T. A. Keefer, O. Daunais, and R. G. Peters	141 T, 142 T, 146 T, 149 T, 155 T, south-west of Paipoonge.	967	1934 00	25th "

## APPENDIX No. 16—Continued.

STATEMENT of Mineral Lands which have been patented in unsurveyed territory, etc.

No.	No. of Description.	PATENTEE.	Description of Mining Tract.	Acres.	Amount.	Date of Patent.
27	1945	T. A. Gorham, T. A. Keefer . . . . .	Mining Location, 140 T, south-west of Paipoonge . . . . .	149	298 00	14th July, 1886.
28	1947	do do . . . . .	143 T, 144 T, west of Paipoonge . . . . .	320	640 00	14th " "
29	1948	do do . . . . .	145 T, south-west of Paipoonge, 148 T, 150 T, 151 T, 152 T, and 153 T, south of Paipoonge . . . . .	700	1400 00	15th " "
30	1949	T. A. Gorham, D. McPhee, and T. A. Keefer . . . . .	R 45, R 46, Rabbit Mountain . . . . .	165 3-10	330 00	14th " "
31	1951	John A. Macdonald . . . . .	R 219, adjoining Schrieber Station, Can. P. Ry. . . . .	71	142 00	6th August, " "
32	1967	Peerless Mining Company . . . . .	That part of lot 6 in concession vi., Gillies, north of R 157 . . . . .	80	160 00	1st October, " "
33	1973	E. and R. H. Hamill . . . . .	Mining Location R 162, south-east of Whitefish Lake . . . . .	95 6-10	191 00	22nd " "
34	1982	Herbert C. Hammond . . . . .	R 231, north-west of Whitefish Lake . . . . .	80	160 00	26th " "
35	1986	William H. Laird . . . . .	R 58, east of Whitefish Lake . . . . .	80	160 00	4th November, " "
36	1989	Thomas A. Gorham . . . . .	R 204, R 211, north of Whitefish Lake . . . . .	246	492 00	11th " "
37	1990	do do . . . . .	R 190, north of Whitefish Lake . . . . .	79	158 00	11th " "
38	1991	do do . . . . .	R 192, north of Whitefish Lake . . . . .	160	320 00	12th " "
39	1992	do do . . . . .	R 232, R 233, R 234, north of Whitefish Lake . . . . .	252	504 00	11th " "
40	2001	Charles A. Krause . . . . .	That part of lot 5 in concession vi., Gillies, immediately north of R 158 . . . . .	80	160 00	10th December, " "
41	2003	Charles James Johnson . . . . .	Mining Location, R 250, north of Dorion . . . . .	81	162 00	27th " "
42	2004	Thomas Marks . . . . .	R 216, R 217, south of Lybster . . . . .	160	320 00	27th " "
43	2005	George T. Marks . . . . .	R 214, R 215, south of Lybster . . . . .	160	320 00	27th " "
				8276 6-10	\$12605 00	

T. B. PARDEE,  
Commissioner.GEORGE B. KIRKPATRICK, P. L. S.,  
Chief Clerk in Charge.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1886.



## APPENDIX No. 17.

Total Number of Patents issued by the Patents Branch during the year 1886,

1326.

EDWARD FOX, P.L.S.,  
*Chief Clerk Patents.*

T. B. PARDEE,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
Toronto, December 31st, 1886.

## APPENDIX No. 18.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS  
BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS, FOR ONTARIO,  
DURING THE YEAR 1886.

## PRELIMINARY CANDIDATES PASSED.

James Fitzgerald.	Robert Laird.
Arthur Meyer Bowman.	Ruyter Stinson Sherman.
Alfred John Cameron.	Andrew Lake McCulloch.
Richard Watson De Morest.	Josiah Andrew Nie.

## FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

John Fletcher Apsey.	James Francis Whitson.
Charles Fraser Aylsworth, jun.	Bruce Allin Ludgate, Graduate
Allan Ross Davis, B. apd. Science.	School Practical Science.
Henry King Wicksteed, B. apd. Science.	James Morley Mouat-Biggs, D.L.S.
Joseph Martin Tiernan.	James Lewis Morris, Graduate
Charles Richard Wheelock.	School Practical Science.
Charles Joseph Murphy.	Herbert Mahlon Burwell.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of January, April, July and October, in every year, unless such Monday be a holiday (in which case it meets on the day next thereafter, not being a holiday.) Section 6, Chapter 146, Revised Statutes of Ontario.

## PRELIMINARY EXAMINATION.

All persons, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects, viz. : Vulgar and Decimal Fractions, Extraction of Square and Cube Root, Practical Geometry, Euclid, Plane and Spherical Trigonometry, Mensuration of Superficies, and the use of Logarithms ; correct Spelling and good Writing required.

## FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners as to their proficiency in Euclid ; Plane and Spherical Trigonometry ; Calculations of Areas by means of the Traverse Tables, etc. Laying out and dividing up of Land ; the adjustment and use of the Transit or Theodolite. Astronomy, including the calculations necessary to determine the latitude by meridian altitude of the sun, moon or stars, or by double altitudes ; Method of determining Time ; of finding the time when any star passes the Meridian, with the time of its Elongation, Azimuth Angle, and Variation of the Compass ; the Method of Keeping Field Notes ; Drawing up Descriptions by Metes and Bounds for insertion in Deeds ; taking Affidavits in the matter of Disputed Boundaries ; the Law regulating Surveys ; Geology ; and also as to their proficiency as Draughtsmen.

T. B. PARDEE,  
Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1886,

# SURVEYORS' REPORTS.

(Appendix No. 19.)

## COUNTY OF RENFREW.

### RESIDUE OF THE TOWNSHIP OF HEAD.

PEMBROKE, ONTARIO,

December 18th, 1886.

SIR,—I have the honour in accordance with your instructions, dated May 29th, of this year to submit the following report of the survey of the residue of the Township of Head.

I commenced the survey as directed by retracing the line between the seventh and eighth concessions run by Mr. Sinclair, from its intersection with the west boundary of the township of Rolph, westerly to the line between lots twenty and twenty-one; only two posts were found on this line, one between lots twelve and thirteen, and one between lots fifteen and sixteen, both marked on trees standing on the line. I planted new posts at the corners of the lots on both sides of the line, thence I retraced the line between concessions nine and ten, and thence the line between those concessions to the west boundary of the township of Head; all the posts on this line had been destroyed by fire and I replaced them by new ones; all the side road lines of Mr. Sinclair's survey intersected both these concession lines at unequal distances, which obliged me to make an irregular lot at each intersection, from the west boundary of the township of Rolph, to side road line five and six; the distance was 104.55 chains. I gave the overplus to lot number one, the other irregular lots are, numbers ten, fifteen, twenty, twenty-five, and so on to lot number forty. I was obliged to make these lots the same width in every concession in the survey, in order to avoid jogs in the side roads where I connected with Mr. Sinclair's survey.

In the survey of the upper portion of the township, the west boundary was continued about thirty chains into the ninth concession. I re-opened it to that point, and having obtained an observation of Polaris, I thence ran the west boundary on the course S. 20° 51' 40" E., planting posts at distances of one hundred chains for the alternate concessions to the south boundary of the township. From the west boundary I then ran the concession lines on the course N. 69° 08' 20" E., in regular order from the line between concessions seven and eight, until I reached the south boundary, and the side road lines on the course N. 20° 51' 40" W., and S. 20° 51' 40" E., from there intersections with the concession lines as the survey was carried eastward, closing on the west boundary of the township of Rolph.

A few settlers are located in the sixth and seventh concessions, where there is a tract of pretty good land extending from the rear of the third to the front of the seventh concessions, and from lot number twenty-nine to lot thirty-six. Most of these settlers have resided on their claims for the last six years, and have erected barns and dwellings, and have cleared from eighteen to twenty-five acres each—their crops this year were very good.

The timber on this tract is chiefly composed of birch, maple and beech, some large pine had been cut there years ago by lumbermen, but what now remains is of little value; originally the principal timber on the remainder of that part of the township over

which my survey extended was pine, generally of fair size and quantity, but the destructive fires which have visited the country, have left but few green trees. A thick growth of poplar and birch now covers the country where extensive lumbering operations were formerly carried on. A few years ago Mr. James Findlay erected a portable steam saw mill on lot number fourteen in the fourth concession, in the vicinity of which there was some pine which had escaped the fire, and built a tramway over which he conveyed his sawn lumber about two miles to the Canadian Pacific Railway, where it was shipped to market. But all the pine of any commercial value, within a radius of two or three miles of the mill, has been sawn into lumber, and I was informed that he intended to remove the mill into the township of Rolph this winter.

Besides the hardwood tract above alluded to there is but little land suitable for agriculture, the soil is generally sandy or gravelly, and is seldom free from stone; the surface of the country is rough, uneven and broken by bare rocky hills. Mackey's creek, the only stream of importance, enters the township where the ninth and tenth concession line intersects the west boundary and flows easterly, entering the upper portion of the township on lot number sixteen in the eighth concession, and finally empties into the Ottawa river near Mackey's station on the railway; it has been much used by lumbermen for floating logs and squared timber to the Ottawa River.

On the plan I have shown the position of the Canadian Pacific Railway, where it enters and passes through the eastern portion of the fifth, sixth and seventh concessions.

There are three roads leading from this part of the township to Mackey's station, on which waggons can be used. The principal one enters the township near the south-west angle, a short distance from the Petewawa River, and passes north-easterly through the settlement on the tract of hardwood land before described and enters the tenth concession on lot twenty-three; it passes over no high hills, and could be made a good road at a small expense. Another road starts from one of Mr. Booth's old shanties on lot twenty-nine in the fourth concession; this road is not now used and does not pass through any land fit for settlement; the third road leads from Mr. James Findlay's mill, from the fourth to the seventh concession, and thence to Mackey's station, the road is in fair condition and is used by settlers taking lumber from the mill.

No minerals worthy of notice were observed, the rock formation is gneiss and granite, the rock common to the Ottawa country,

Owing to the destruction of the timber by fires, I found it impossible to pick up any of the outlines of timber licenses in the course of the survey as directed by your instructions, except the line run by myself for William Taylor, in 1882; that part of the country was burnt before that date and no fire has occurred there since then.

I have the honour to be, Sir,

Your obedient servant,

(Signed),

WILLIAM BELL,  
Provincial Land Surveyor.

The Honorable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 20.)

## COUNTY OF RENFREW.

### RESIDUE OF THE TOWNSHIP OF MARIA.

COLLINGWOOD, ONTARIO,  
December 20th, 1886.

SIR,—I have the honour in accordance with instructions, dated May 29th, of this year, to submit the following report on the survey of the residue of the township of Maria, in the county of Renfrew.



I commenced the survey by retracing the line between concessions ten and eleven of this township as surveyed by Provincial Land Surveyor Duncan Sinclair, in 1859. I also retraced the west boundary of the township of Head, from its intersection with said concession line southerly as the east boundary of my work. Owing to fires having swept over this whole district since the former survey, nearly all the original marks at the corners of the lots have disappeared. I found, however, sufficient blazes to locate the lines, and in a few instances was able to find the positions of the original corners of the lots fronting on said concession line, and in such cases, I adhered to these as bases for my work. These original points are shown in the "notes" herewith, and account for the irregular widths of certain lots adjacent thereto. I then worked southerly to the south boundary of the township.

The whole township, with very few exceptions, is a *brulé*; fires at different times have swept over the whole of this and the adjoining townships to the east and west, leaving only standing dead pines and small, second growth poplar, birch, etc., where formerly a vast quantity of valuable pine timber existed.

The general character of the country is rocky, and in some cases very broken, with hills of considerable height. The western part of the township, however, contains a fair per centage of moderately level land, but the soil is for the most part a light sand.

A number of small lakes are met with, but these are generally merely expansions of streams, the principal of which are Bissett's creek in the north-west part of the township, and Grant's creek in the eastern part. Both streams have been utilized by lumbermen for floating down their timber to the Ottawa River. No economic minerals were met with throughout the survey and no settlers have yet located within the limits of the work on which I was engaged.

A fair portage road runs south-westerly through the township, as shown on the plan. This road leads from Bissett station on the Canadian Pacific Railway to the Petewawa River.

I could find no trace of the line between timber berths numbers two hundred and seventy-six and three hundred and sixty-four, owing, I presume, to my work not extending far enough south to reach it.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), E. STEWART,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 21.)*

## DISTRICT OF NIPISSING.

### TOWNSHIP OF BRODER.

INGERSOLL, ONTARIO,  
November 1st, 1886.

SIR,—I have the honour to submit to you my report of the township of Broder, in the District of Nipissing, surveyed according to your instructions, bearing date the 29th day of May, 1886.

From Ingersoll I proceeded by the Canadian Pacific Railway to Wahnapiatae Crossing. Having Indians from White Fish Lake to meet me there with canoes, etc., we proceeded down the Wahnapiatae River some miles; leaving the river, we followed a portage route crossing several small lakes into Long Lake, part of this lake being in my township. From here we portaged provisions, etc., into the south-east angle of the township, where I was instructed to commence my survey. With some difficulty I found the post for my

south-east corner, on P. L. S. Salter's base line. The post was burned and only a small portion of it left standing, but some of the Indians who were with me knew it to be the proper post, as they had seen it before being burned.

From the south-east angle of my township I retraced P. L. S. Saiter's base line for my south boundary, to the south-east corner of Waters, following the old blazes, and cutting the line out wide and reblazing it well. I found Salter's base line not very straight and bending northwards from due west. My concession lines, which run into the east boundary of Waters, make a jog of some chains with the concession lines in the township of Waters. As instructed, I ran my east boundary on such a course as to strike the south-west angle of McKim; the bearing of this line is shown on the plan and field notes. My township being over six miles in width, I made all the lots on my south boundary forty chains in width, excepting lots eleven and twelve, which are wider, the overplus being divided between them. My eastern boundary bearing to the eastward, causes lot one to be of a greater width than forty chains, everything being shown fully on the plan and field notes.

I made a careful survey of all the waters within my limits. There being a number of lakes a great deal of time was spent in order to survey them properly. That portion of Long Lake within the township is the largest body of water; it commences at the west boundary, in concession eleven, and extends into the township about four miles, crossing the second, third and part of the fourth concessions. The water in some of the lakes is very clear, and all the lakes abound with fish, especially Long Lake, black bass, pike, pickerel, etc.

The township, I may say, has been entirely over-run by fire, some of it the second time, and the timber is nearly all destroyed, the second growth being small poplar and birch. There are a good many pine trees standing in some parts which might be utilized for various purposes, but not in sufficient quantities or of such a quality as to be of much consequence commercially. There is very little green timber to be found in the township, and it is of little value, being small and of a scrubby nature. In the sixth concession, green timber, small spruce, is found on lot five; tamarac, on lot one; a few inferior pine in concessions two and three, lots six and seven, also in concessions one and two, lot twelve. In concession two, lots eight and nine, some green timber consisting chiefly of tamarac, birch, poplar and balsam.

On the whole, the township is rough and rocky, and could not be considered a township suitable for farming purposes. The rocks are of a granite formation. Where soil is met with it is of a sandy nature. In concession two the southern part of lot nine has some fair land, likewise in concession three a small portion of the south part of lot twelve has some fair land. In concession five some good land on lots four and five; lot one, same concession, is very level, soil sandy; the northern parts of lots four and five in sixth concession contains some good land, also on the south shore of Kelly Lake there is some fair level land, the remainder of the township is rocky and broken. Throughout the township there are other small flats of land, but being isolated and surrounded by rocky country, can hardly be available for farming purposes. The township, I think, would be more adapted for a grazing country than for farming. I saw no valuable mineral, although slight traces of iron could be seen in some places.

The Algoma branch of the Canadian Pacific Railway will give access to the township, it being about one mile north from the north-west corner. I found no squatters within the limits of the township, or Indians, the nearest settlement of Indians being at White Fish Lake.

I have the honour to be, Sir,

Your obedient servant,

(Signed),

W. R. BURKE,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 22.)

# DISTRICT OF NIPISSING.

## TOWNSHIP OF DEACON.

SARNIA, ONTARIO,

October 23rd, 1886.

SIR,—I have the honour to report that in accordance with your instructions, dated May 29th, 1886, I have completed the survey of the township of Deacon.

In 1884 I surveyed the township of Lister, the eastern boundary of which township forms the western boundary of the township of Deacon, the posts of this line being the points from which the several concession lines should commence.

I commenced the survey by taking an observation at the posts on the west boundary, concession line numbers twelve and thirteen, and ran a line N.  $69^{\circ} 8' 20''$  E. I then moved eastward, running the various side roads and concession lines in accordance with instructions, to, the east boundary which I ran S.  $20^{\circ} 51' 40''$  E., from the south-west corner of the township of Clara. I then moved to the west boundary, concession line number two and three, and after taking an observation at that point, I carried the work in the southern portion of the township eastward, intersecting the south boundary and the several concession lines with the east boundary.

I found that about one-half of the area of the township had been over-run by a very destructive fire about eighteen or twenty years ago, destroying all the valuable timber; it is now covered in most places with a dense growth of small poplar, white birch, cherry and balsam. The burnt portion extends from one to about four miles north and south of the Petewawa River, as shown on the accompanying timber tracing. The soil on this portion of the township is a very good sandy loam, except a small portion along the shores of the Petewawa River, which is very rocky. The balance of the township is well timbered, principally with hardwood and a large amount of valuable pine. I found some very fine tracts of land in the northern and southern parts of the township, the soil being a good sandy loam.

As will be seen by the plan, this township is well watered by numerous lakes and streams. The principal lakes being Cedar Lake, Trout Lake and North River Lake.

The Petewawa River intersects the township in a south-easterly direction, from Cedar Lake to Trout Lake, finally passing out of the township on the first concession.

All the lakes and streams are well stocked with trout.

About seventy-five per cent. of the land is fit for agricultural purposes.

There is already a fair waggon road from Deux Rivieres, on the Canadian Pacific Railway line to Thistle and Caswell's farm on Cedar Lake, which, with a small expenditure of money, could be made available for colonization purposes. I have marked this road on the plan.

The geological formation is the usual Laurentian. There are no settlers in this township.

I have the honour to be, Sir,

Your obedient servant,

(Signed),

THOS. BYRNE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 23.)

## DISTRICT OF NIPISSING.

## TOWNSHIP OF DILL.

BERLIN, ONTARIO,

November 1st, 1886.

SIR,—I have the honour in accordance with your instructions, dated the 29th day of May, 1886, to submit the following report of my survey of the township of Dill, in the District of Nipissing.

I proceeded to Wahnapiatae, on the Canadian Pacific Railway, by way of Toronto, Carleton Place and Mattawa. From here, with my men and provisions, I went down the Wahnapiatae River in bark canoes and camped at a short portage within half a mile of the south boundary of the township of Dill.

Next morning, the 27th of July, I proceeded down the river to the south boundary, retracing it eastward in search of the post, at the south-east angle of the township of Dill.

I found Provincial Land Surveyor Bell's six-mile post, from which I measured due east nine chains and fifty links, expecting to find Salter's post marked XLII. M, as replaced by Provincial Land Surveyor Bell, but after a diligent search failed to do so. From this point, I measured a distance of eighty chains westward, which is seventy chains and fifty links west of Provincial Land Surveyor Bell's post marked VI, M; took an observation of Polaris, and ran three miles due north (astronomically) between lots numbers two and three. I then worked northward and westward, at the same time retracing the south boundary, but finding no posts until reaching the south-west angle of the township of Dill. Here I found a surplus in the last mile of nineteen chains and fifty-four links, which, according to instructions, I divided equally between lots numbers eleven and twelve. Finding the surplus so much larger than was expected, I wrote to the Department of Crown Lands for further information, and according to instructions then received, made Bell's VI. mile post the south-east angle of the township of Dill. From this point I found that a line had already been run on a course of N. 0°.50' E., and upon retracing and chaining it, I discovered that it struck the south-east angle of the township of Neelon, and consequently made it my east boundary.

Taking the township of Dill as a whole, it is not well fitted for agriculture; yet good soil, though light, exists in places along the Wahnapiatae River.

This river enters the township on the north boundary at lot number three, running in a south-easterly direction, leaving the township at the east end of concession number three, and again entering at concession number two, running in a south-westerly direction and crossing the south boundary at lot number two. Its average width is about three chains, and the sides sink abruptly to a great depth. The current of this river is very slow and its waters have a dark colour, and abound with fish such as pike and bass.

Fire has devastated the whole of the north and west, leaving only a small portion of green timber in the south-east part of the township, and this is principally mixed timber with a goodly number of red and white pine.

There are no lakes in the eastern part of the township, but they become quite numerous as the western boundary is approached. Their shores are either very rugged or marshy, or both.

I found no minerals worthy of notice or having any economic value, and the rocks were principally of volcanic origin.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), ISAAC L. BOWMAN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 24.)

## DISTRICT OF NIPISSING.

## TOWNSHIP OF FRENCH.

BROCKVILLE, ONTARIO,  
November 1st, 1886.

SIR,—I have the honour to submit the following report on the township of French, in the district of Nipissing, surveyed by me this year in conformity with your instructions of the 29th day of May, 1886.

I proceeded by rail to Rutherglen, by the Canadian Pacific Railway, by canoe across Lake Talon, thence by timber road through the township of Phelps to the south boundary of French, which is the north boundary of Phelps.

The south boundary was posted for the front of the first concession. I first ran the side line between lots number eight and nine north astronomically, making it a base from which the concession lines were run east and west. The work was then proceeded with easterly to the east boundary, making the line in front of the sixth concession a base from which the side lines were run north and south. I then ran south to the south boundary, making side line between lots numbers two and three a base, the closing errors in latitude and in departure being less than thirty links in each case, which errors were divided between the first and second concessions.

The magnetic declination varied from  $7^{\circ} 50'$  West, to  $8^{\circ} 05'$  West. The line between timber berths numbers two hundred and thirty-three and two hundred and thirty-four was traced across the third concession of the township, but the west boundary of berth number two hundred and thirty-three was not found on lot number eleven in the first concession.

The north half of this township is drained by branches of the Jocko River, which falls into the Ottawa River about the middle of the south-westerly side of Seven League Lake. The south part is drained by the east and west branches of Balsam Creek, which after its junction with North River, empties into the Mattawa River between Turtle Lake and Lake Talon. A few lots in the eastern part of the township are drained by a branch of Antoine Creek, which joins the Ottawa River a short distance above Mattawa.

None of these streams are over fifty links wide and are not large enough for "driving."

The only lake of one hundred acres area is situated in the north part of the township, which we named Lake Koko.

The surface of most of the township is rolling. The tract drained by the west branch of Balsam Creek is generally low, with a few hills. The country north-west of this depression is rolling and apparently much higher.

The south-east quarter of the township is a high, sandy plateau, with comparatively few hills.

The only broken, rocky country met with was about a square mile, being the north part of lots numbers two and three in the fourth concession, and the south part of the same lots in the fifth concession.

In the south-east quarter of the township is a fair, sandy loam, with few stones, with little rock or swamp. I should estimate that about seventy-five per cent. of this quarter is tillable land. The south-west quarter is more stony, but with few swamps, excepting a narrow one up Balsam Creek. The north-west quarter is stony, with many swamps and marshes. About fifty per cent. of the land in these two quarters is fit for cultivation.

Many years ago, probably about one hundred, judging from size of green timber, most of the north-east quarter was burned over, and the soil that remains is a very light, sandy loam. In some places, however, there is nothing left but rocks, now moss-covered, with scattered and stunted timber. I do not think that over twenty-five per cent. of this quarter of the township is tillable land.

The south part of this township is in timber berth number two hundred and thirty-three, from which most of the good pine has been cut. In the north part of the township there is some scattered pine of fair quality.

Throughout the township the timber on the hills and high land is chiefly maple, black birch, balsam and cedar, with a few hemlock, ironwood, elm and oak. Poplar and white birch are plentiful in that part of the township which has been burned over. In the low lands the timber is spruce, tamarac, cedar and birch, with a few ash and elm in "swales," that is in wet places on high ground.

Rock exposures were seen in the vicinity of the lakes in the north part of the township, at several points along side line between lots numbers six and seven, and as before mentioned, in the north-east quarter of the township. All these exposures were of gneiss of the lower Laurentian group.

No economic minerals were met with.

This township is above the average of the district, and would soon become settled by agriculturists if proper steps were taken to open it up for settlement. The farmers of nearly all eastern Ontario, are finding out that it does not pay to raise wheat, and are devoting their attention to stock raising and dairying, and I cannot see why this important branch of farming cannot be carried on successfully in this part of the Nipissing district; the soil, being of a light, sandy loam, is conducive to quick vegetable growth, and can be depended on for raising roots and coarse grains, while the swamp lands, when cleared and drained, will grow grasses for hay. Nearly every farm lot has its creek, pond or lake, and enough pine for building purposes.

A very fair waggon road has been constructed by Messrs. Bronson & Weston, lumbermen from Mattawa, through the first concessions of the township of French, to a shanty situated on either lots number six or seven in the first concession. This road connects with sleigh roads running through the township of Phelps, to the head of Lake Talon.

With very little improving these roads could be made good settler's roads. By continuing the waggon road westerly across the first concession of the townships of French and Mulock, to the government road now being constructed north-easterly from North Bay, the best parts of the townships of French and Mulock, and the north parts of the townships of Widdifield and Phelps, would be opened up to settlement, while by improving the winter roads through the township of Phelps, a shorter route would be made to the Canadian Pacific Railway.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), WILLIS CHIPMAN.  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 25.)

## DISTRICT OF NIPISSING.

### OUTLINES OF TOWNSHIPS.

HALIBURTON, ONTARIO,  
November 29th, 1886.

SIR,—I have the honour to submit the following report on the survey of outlines of townships at the head of Lake Temiscamingue, in the Nipissing district, surveyed under your instructions of 29th May, 1886.

Leaving Haliburton on the 19th July and proceeding to Mattawa by rail, I started up the Ottawa River on the evening of the 20th, a party of twelve all told, with boat

and three canoes taking all my supplies with me. I reached the head of the Long Sault on the 23rd, and as the weather looked threatening, took the steamer Argo at 4 p.m. for Fort Temiscamingue, arriving there the same night. The following day I went to West Bay and camped, and stored my supplies at the portage between Lake Temiscamingue and Montreal River, at the mouth of Mill Creek.

On the 26th July, I commenced the outlines from the north-west angle of Lorrain, and carried on and completed the survey in accordance with instructions; the lines being run east and west and north and south, astronomically, and posts planted every mile. The numbers of townships will be seen on the plan of survey herewith, and the lines were run in the following order:—

Line between twelve and thirteen, township one.  
 South boundary of township one.  
 West boundary of township one.  
 Boundary between townships one and two.  
 West boundary of township two.  
 Boundary between townships two and three.  
 Boundary between townships three and six.  
 Boundary between townships six and seven.  
 Boundary between townships two and seven.  
 West boundary of township three.  
 Boundary between townships three and four.  
 West boundary of township four.  
 North boundary of township four.  
 Boundary between townships five and six.  
 Boundary between townships four and five.  
 North boundary of township five.

The details of survey will be found in the field notes, and on the plan and in the diary.

I am happy to be able to report nearly the whole of the seven townships outline to be good farming land, the soil being clay and the country level and free from stone. There is not, in my opinion, the equal of this tract of land now left in Ontario for settlement.

The timber is generally poplar, spruce, balsam, white birch, tamarac and cedar, the cedar and spruce being in places very large. Here and there some black birch and an occasional hard maple are met with. Along the Blanche River and Wahbee's Creek are to be found a few white oak, elm, soft maple and ash. The lake-shore along the east side of township seven, is fringed with pine, and a belt of this timber runs off to the north-west, as indicated on the plan. There is also a patch of good pine in the south-west corner of township five, and a considerable quantity in township number one. The townships outlined, however, are not pine townships, but farming townships that will one day be the home of a large population.

From a hill two hundred feet high on the west boundary of township one, and near the north-west corner of that township, a magnificent and very extensive view is to be had, overlooking the country for many miles, and away beyond a smoky line indicating the Blanche River. The appearance presented is that of a vast flat of poplar, with spruce and balsam, while away to the west and north-west are a few high hills of sombre green, which, by the aid of the telescope, we discovered to be clad with pine. Descending this hill we ran mile after mile, and township after township, and never got a glimpse of the country again, until we reached two more elevations on the south and north boundaries of township five.

From the hill at the north-west corner of township five, we got a grand view of the country up the Blanche River. It was brûlé as far as the eye could see, growing up with poplar, white birch, tamarac, etc., and appears to have been burnt about fifteen years ago.



From a tour I made up the river about eight miles, I observed that the soil was still clay and free from stone, and the country is dry and more rolling than within the limits of the survey. There is at least one tier of townships west of and two tiers north of the present survey apparently as good as and, I think, better than the country outlined.

The timber generally, on the tract outlined, is small, and I would suppose that nearly the whole country was burnt about fifty or sixty years ago; the largest timber is probably in township one, along the lake shore.

The portion of territory tinted light green on plan along the Blanche is wet, and may be called at present swamp, but it is not really swamp as the clay was often within reach of a picket, and the opening of a few roads through it as settlement advances will make it dry ground.

Around the mouth of the Blanche River, and for some distance up stream, the land is subject to overflow during high water.

The Blanche River is, as its name implies, a muddy stream with clay banks, and is navigable to a point about eight miles above the limit of survey, where there is a rise of four feet, with some swift water below the fall. It is five and a-half chains wide where our first line crossed it about two miles from the lake, and fifteen miles farther up is two and a-half chains wide and eleven feet deep.

Wahbee's Creek, coming into West Bay, is about one and a-half chains wide for some distance up, and on 6th September was navigable for our row boat and supplies to north boundary of township two. Both this stream and the Blanche assume large proportions in the spring of the year, rising fifteen or twenty feet above summer level.

There are no lakes within the survey, excepting the two crossed by the line in the rocky south-west corner of township one.

Otter Creek and Wright's Creek, running through townships four, five and six, are streams about one chain wide and navigable for small boats beyond the limits of the survey.

There are a few clearings around the lake, as shown on plan, and a grist mill with circular saw attached in township one, the property of John Piché, most of the grain ground coming from the Quebec side of the lake.

The geological formation along the south and west boundaries of township one is the Huronian. After leaving the west boundary of township one we were not troubled with any rock formations, but the clay overlies the limestone which breaks out and forms the shore line of township seven, and forms a prominent land mark at the promontory known as Wahbee's point; this stone will, I think, become valuable both for lime and building purposes. I found no traces of minerals.

The weather was not exceedingly warm at any time during the survey, excepting a few days in September. The first frost was on 15th September, and leaves began to fall a few days afterwards. Four inches of snow fell on 30th September, an unusual occurrence I was told, and lay until the third day thereafter, but weather was afterwards warm and fine until the day I left the territory, the 11th October.

On the 3rd September I visited the settlement at the head of the lake, on the Quebec side, and saw wheat and oats on the farm of Angus McBride, well-filled and nearly ready to cut. Wheat on another farm, sown on 7th May, was standing in the stook, and potatoes and garden stuff looked well. I saw an excellent crop of hay on the farm of Mr. Farr, in township one, on the 25th July, some of it cut and some standing. There was nothing in the climate, this year at all events, to prevent farming being successfully carried on in this section of the country.

*Facilities for Settlement.*—Hitherto the only means of access to this country, was by way of the Ottawa River, and the ascent of the rapids was a labourious undertaking, to say nothing of the danger attending it. Within the last few years however, steamers have been put on Lake Temiscamingue, and during the present year "The Temiscaming Colonization Co" have put small steamers on the water stretches of the Ottawa, and built tramways around the rapids with a six mile railway of three feet gauge, to overcome the Long Sault, they have a small locomotive and passenger car upon it, and the baggage and freight are at present drawn upon a flat car. This is a Quebec enterprise and is wholly in that province, with the exception of seven hundred feet of tramway round the Mountain rapid, which is in Ontario. The line is in a great accommodation, and is



carrying in all the lumbermen's and other supplies, and carries passengers in connection with the steamer *Argo*, from Mattawa to Fort Temiscamingue for \$3.50 per passenger, and freight for \$1.00 per one hundred pounds. I came down with my party by this line, and made the trip from the Fort to Mattawa in a day and part of a night, the distance being about ninety miles. From Mattawa I returned to Haliburton by rail, on the 14th October.

Herewith are plan and field notes of survey, with accounts, transport vouchers and diary of survey.

I have the honour to be, Sir,  
Your obedient servant,

(Signed),

A. NIVEN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 26.)*

## DISTRICT OF ALGOMA.

### TOWNSHIP OF ERMATINGER.

CLINTON, ONTARIO,  
November 30th, 1886.

SIR,—I have the honour to submit the following report of the survey of the Township of Ermatinger, in the District of Algoma, in accordance with instructions dated May 29th, A.D., 1886.

The Township of Ermatinger is situated south of the Township of Hart, and west of the Township of Cascaden, both of which townships were surveyed by your Department in 1885. On the south it is bounded by Salter's old base line, surveyed in 1857, and on the west by unsurveyed lands of the Crown.

The north-east angle of the township is about five miles west of the Canadian Pacific Railway.

The Township of Ermatinger is rough and rocky throughout, and the north-east half thereof has been burned at different times, although there is still quite a quantity of green pine standing.

The south-west half of the township that has not been burned, is timbered chiefly with birch, some maple, pine, (red, white and pitch), spruce, and balsam.

A creek, from thirty links to one chain wide, traverses the township, entering on the north boundary about one mile west of the east boundary, and pursuing a westerly and slightly southerly direction to lots numbers ten and eleven, concession number five, then turning about due south, leaves the township about half a mile east of the west boundary, receiving also a feeder on lot number eleven, concession number four, of almost the same size as the main creek. There being always a fair supply of water in this creek, I consider that it would be of great advantage in taking out saw-logs and square timber from the adjoining country.

Besides the large lake on the south-east corner, there is another of about the same extent a mile and a quarter to the north-west, and also several smaller lakes to the north-east of the last mentioned.

The south-west portion of the township is peculiarly free from any large bodies of fresh water.

The westerly three and a-half miles of Salter's old base line were very easily retraced, but the fire has completely obliterated the two and a-half miles to the east, in fact there is nothing left standing but dead pine. The new growth indicates the burn to be between seven or eight years old.

There were no minerals of economic value met with in the prosecution of the survey. I do not consider the Township of Ermatinger to be well adapted for agriculture.

I have made a rough estimate of the standing pine as between twelve and eighteen million feet.

I was instructed to connect my lines at their intersection with Salter's old meridian, with the posts planted on the survey of the Township of Cascaden, immediately to the east of Ermatinger. It was with some difficulty that I found Salter's old meridian at all in some places, and with one exception I was unable to connect with the corresponding post in the Township of Cascaden, namely, at the line between concessions numbers four and five.

The whole of the season was exceedingly wet, there not being an interval of twenty-four hours without rain falling.

Hoping that this report and the accompanying plans and field-notes will meet with your approval,

I have the honour to be, Sir,  
Your obedient servant,

H. B. PROUDFOOT,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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*(Appendix No. 27.)*

## DISTRICT OF ALGOMA.

### TOWNSHIP OF GRASSETT.

LEAMINGTON, ONTARIO,  
December 15th, 1886.

SIR,—I have the honour, in accordance with instructions from your Department, bearing date the 29th day of May, 1886, to submit the following report on the survey of the Township of Grasset, in the District of Algoma.

Leaving here I proceeded by steamer to Sault Ste. Marie; thence by one of the Collingwood line of steamers to the village of Thessalon, on the north shore of Lake Huron, where I obtained my supplies and most of my men, and from thence we proceeded inland by team to Mr. Ainsley's farm on the Mississauga River, in the Township of Wells. Here taking canoes, we proceeded down the Mississauga River about three miles to the mouth of Little White River.

Thence up the last named river to the north boundary of the Township of Parkinson, which we followed eastward and found the corner post standing that was to form the south-east angle of my township, and the starting point of my survey.

Commencing at this point I retraced westward the north boundary of the Township of Parkinson, and planted durable posts, as instructed, for the front angles of the lots on the first concession, and having succeeded in obtaining an observation at the south-east angle of lot number four, I ran the line between lots numbers four and five, and the other lines between lots instructed to be run due north, astronomically, to Provincial Land Surveyor Salter's base line.

Retracing out this base line, I was unable, after making diligent search therefor, to find any trace of Provincial Land Surveyor Salter's XCVI. mile post, so I decided to plant a post at the distance of six miles from the post marked CII. (which I found standing at the north-east angle of the Township of Gould), making this the north-east angle of my township, and having found the course by calculation, I ran a line north  $3^{\circ} 37'$  west, astronomically, from the south-east corner post to connect therewith, thus forming my

east boundary, and from the posts planted therein I ran out the lines in front of the several concessions due west, astronomically, planting durable posts for the front angles of the lots, as instructed.

The east boundary of Gould I also retraced for my west boundary, and ran around the mineral location which juts into the township, as instructed.

The township is rocky and broken, with small patches fit for settlement or cultivation, of a light sandy soil and widely separated by rocks.

The timber is principally scrubby, consisting of small balsam, tamarac, cedar, spruce, hemlock, and pine, with small tracts of hard maple and birch. In the north-west portion of the township a few good pines are to be found, but much scattered.

No trace or indication of valuable minerals were seen, the principal rock being gneiss.

Little White River flowing through the south-east portion of the township is a very rapid stream, averaging about three chains wide, and forms the outlet for the waters of the greater part of the township, and at time of low water is very difficult to navigate with canoes.

The variation of the magnetic needle was very regular during the survey, being  $3^{\circ} 30'$  west.

Accompanying this report you will find a plan and field-notes of the survey, which, I trust, will prove satisfactory, and meet with your approval.

I have the honour to be, Sir,  
Your obedient servant,

ALEXANDER BAIRD,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 28.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF MONTGOMERY.

TORONTO, ONTARIO,  
December 8th, 1886.

SIR,—I have the honour, in pursuance of instructions received from your Department, dated at Toronto the 29th day of May, 1886, to submit the following report :

I commenced the survey of this township at the south-east angle thereof, as per instructions, by retracing northerly the easterly boundary, and at the distance of eighty chains ran due west (astronomically) the line between concessions one and two. With this line as a base, I sub-divided the township into blocks of about one mile square each, by running all side lines due north and south and all concession lines due east and west, as shown in red lines on projected plan accompanying instructions.

The existing boundary lines of townships, as already run, were in all cases adhered to, causing the adjacent lots to be of irregular dimensions.

The township is very much broken by rocky bluffs and ridges and numerous lakes, the percentage of level land being very small.

The lakes are all sizes, from mere ponds to others of two miles in length ; they are generally irregular in shape, with rough rocky shores, and water of good quality, but few fish found in them. Twenty of these lakes were met with in this one small township, and a trigonometrical survey made of each.

Owing to the broken face of the township as a whole, but a small portion of it is suitable for agricultural purposes.

Between Lake Williamson and the western boundary there is a small tract of fairly good sandy loam.



The township is well timbered throughout. There is a large belt of merchantable pine on the west end of Lake Chiblow, and extending westward therefrom for a distance of about three-quarters of a mile. To the west of this the pine is more scattered. Around the southerly end of Lake Bernard, and extending about a quarter of a mile back from its shores, there is some pine of fairly good quality.

Swamps occur at intervals, with cedar, tamarac, spruce, etc.

We saw no minerals or indications thereof of any value.

At present there are no settlers in the township.

A plan of my survey, and a tracing thereof, showing in colours the prevailing timber, also field notes of the entire survey, are transmitted herewith.

I have the honour to be, Sir,

Your obedient servant,

THOS. B. SPEIGHT,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner for Crown Lands,  
Toronto.

(Appendix No. 29.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF MORGAN.

WINDSOR, ONTARIO,  
September 18th, 1886.

SIR,—I have the honour to submit the following report of the survey of the Township of Morgan, in the District of Algoma, surveyed according to your instructions, dated May 29th, 1886.

I proceeded by way of the Canadian Pacific Railway to the crossing of the Vermillion River, thence up the river in canoes, to the north boundary of the Township of Balfour. I commenced my survey by running the line between lots four and five due north, and made this the base of survey, running the concession lines at right angles to this, or due east and west. Finding my east boundary not very straight north of the second concession, and that it deviated eastward, I planted the posts between lots one and two, forty chains from the line between lots two and three, and left the overplus in lot number one.

I did not plant a post where I was instructed Salter's twelve mile post should stand, as I found the distance less than six miles from the north-east angle of the Township of Balfour; and as I found no trace of any bearing tree at this point, I concluded to plant the post for the north-east angle as shown in field notes.

This township, although mountainous, still contains considerable good land, and will compare favourably with any of the neighbouring townships. The land in the vicinity of Vermillion River being especially good, the soil being sandy loam quite free from stone or rock. Nearly the whole of this township is covered with green bush; excellent pine in large quantities is found in several places throughout the township.

The pine is above medium in size, very straight and sound, and on account of its close proximity to the Canadian Pacific Railway *via* the Vermillion River, should be of considerable commercial importance. The remaining timber is balsam, spruce, birch, maple, cedar and tamarac.

There is a small area of burnt country at the south-east and north-east angles of the township, which does not present a very inviting appearance, being rocky and covered with a thick undergrowth of poplar, birch, spruce, etc.



The township is well-watered with numerous small lakes and creeks, the water being remarkably clear and of good quality.

The prevailing rocks are gneiss, no minerals of economic value were met with.

Accompanying you will find field notes, plans and other returns, which I trust will prove satisfactory.

I have the honour to be, Sir,  
Your obedient servant,

(Signed),

JOSEPH DEGURSE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 30.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF OTTER.

ORILLIA, TORONTO,  
October 28th, 1886.

SIR,—As directed by your instructions dated 29th May last, to survey the Township of Otter, in the District of Algoma, into lots of 320 acres each, having a frontage on concession lines of forty chains and a depth of eighty chains.

I commenced survey on the 30th July, at a balsam post alongside the original post (cedar), being the north-east angle of the Township of Haughton, and the south-east angle of the Township of Otter; from this point I proceeded regularly in accordance with instructions; I traced the northern boundary of the Township of Haughton westerly, planting my posts at regular intervals thereon, until I came to the birch post at the north-west angle of Haughton, leaving lot twelve a frontage of only twenty-seven chains and forty-two links.

Returning to the south-east angle of the Township of Otter, I took an observation of Polaris, then ran the eastern boundary of township on a course due north astronomically, under a repeated observation at post between the fourth and fifth concessions.

From this eastern boundary, concession lines were started at intervals of eighty chains, and continued on a course due west astronomically, and side lines were run at right angles thereto. Survey was terminated on 18th September.

I now beg to submit the following report on the general features embraced within the limits of my survey:—

The surface of township throughout is rough and rolling, broken by rocky ridges varying in height from 100 to 300 feet.

The soil may be classed as sandy loam, generally shallow; a few places were met with where it was a good rich sandy loam, occasionally verging into a clay loam, with deep soil.

The timber of the north-west part of the township has been destroyed by fire, and overgrown with a thick growth of poplar and white birch; occasional clumps of hardwood timber throughout this area have escaped injury by fire. The timber in the south and south-eastern parts of the township has not been overrun by fire; it is large, being composed chiefly of maple, black birch, cedar, spruce and pine, this latter timber has been culled over for board timber; as a rule all classes of timber now on this area are more or less shaky and unsound in heart, consequently of little commercial value, only suitable for fuel or rails; however there are some scattering pine throughout this area suitable for saw-logs.

The township is well-watered throughout with springs, creeks and numerous lakes; the water of lakes is clear and fresh. The Mississauga River flows in a south-westerly

direction across the south-eastern corner of township; this river has an average width of five chains, flows very rapidly and is a continuation of rapids, and rises in spring about ten feet above its ordinary state. The waters were traversed with a Rochon Micrometer. I found no settlers or clearings within the township.

The whole area may be described as being composed chiefly of granite rocks, these, however, have been subjected to violent dislocations and upheavals, which give to the country a very rugged and broken appearance. The geological character of the region is very favourable for the occurrence of various minerals.

Specimens of minerals forwarded to your Department, numbered one and three, were obtained in a vein of quartz rock cropping out on lake shore, underlying the granite formation. Specimen numbered two was obtained on the south-west shore of same lake. For position where specimens were obtained, see field notes, page fifty-eight.

The country to north is much broken by high bluffs and ridges and appears to have been overrun by fire for some distance; that to east is not quite so rugged; timber not destroyed to any extent by fire.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), A. G. CAVANA,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 31.)

## DISTRICT OF THUNDER BAY.

### BASE AND MERIDIAN LINES.

NAPANEE, ONTARIO,  
November 8th, 1886.

SIR,—I have the honour to submit the following report on survey of Base and Meridian Lines, in the District of Thunder Bay, performed under instructions from your Department, dated the 29th day of May, 1886.

I started from Napanee, on Tuesday, June the 22nd, for the purpose of purchasing my supplies in Toronto, intending to proceed to Collingwood on Friday, and sail on that day per steamer City of Owen Sound; and for that purpose I instructed two men to go to Napanee, on Thursday, the 25th day of June. On my arrival in Toronto, I found that the steamer could not leave until the following Tuesday, and as it was impossible to get word to the men, I had to allow them to go to Napanee and wait there until Monday, the 28th day of June. One Monday they, together with another man from Napanee, and Mr. D. A. Ross, of Mount Forest, joined me in Toronto. On Tuesday morning we went to Collingwood and sailed by steamer, City of Owen Sound, on the same day for Heron Bay. While we were at the Sault Ste. Marie, I hired four more men, as I had information from along the Canadian Pacific Railway, that it was not safe to trust to being able to obtain men there, as the contractors were paying higher wages than my instructions allowed me to pay.

Arriving at Heron Bay on Friday, the 2nd day of July, I went down to the Pic Reserve and hired two Indians. On Saturday morning, I left Heron Bay and walked down along the Canadian Pacific Railway line, for the purpose of finding my starting point, which I did, leaving the men to bring up the supplies, a distance of about eight miles, they arriving on Saturday evening.

On Monday morning I obtained an observation and commenced work along the base line. I continued this base line east astronomically, for a distance of twenty-four miles,

when upon receiving instructions from your Department, I tried a meridian line north for six miles, and as it then fell into White Lake, I returned to the base line and continued it east to the thirty-six mile post: I then returned to the eighteen mile post and ran a meridian line north astronomically for a distance of twelve miles.

I then returned home by the Canadian Pacific Railway to Peninsula Harbour, by the steamer City of Owen Sound to Collingwood, and then *via* Toronto to Napanee.

Astronomical observations were taken frequently as the work progressed. The lines were run with transit, and were well cut out and well blazed. All posts planted at six mile points were well protected with stones, when they could be had.

The distances across water were at first measured both by Stadia measurement and by triangulation, and as I could find no difference in the results from the two methods, after repeated trials, I discarded the triangulation system for short distances.

The base line crosses the Canadian Pacific Railway five times, and at no place for thirty miles is it more than two miles and a-half from that road.

The land in the swamps and on some of the slopes is of a fair farming quality, but upon the high hills it is rocky and shallow. The land lying north and south of the base line, from the twelfth to the twenty-fourth mile and east and west of the meridian line (north of eighteen mile post), is of a good farming quality, being much the best that I found.

The land is principally sandy along the Canadian Pacific Railway, and wherever the horses were fed, and around the shanties, the hay and grain were growing well, and I have rarely, if ever, seen such a good quality of clover. Employees of the Canadian Pacific Railway Company tell me that all garden produce grows well.

The timber along the lines consists of balsam, spruce, tamarac, white birch, etc., with a few Norway pines and poplar. I came across no specimens of rock that I considered would be of any benefit to bring home, the prevailing rock being granite, some of which would work up into very beautiful monuments.

Fish were plentiful in White Lake and White River. Partridges and rabbits were plentiful, and a few bears were seen. I also came across a number of beaver, muskrats, otter and mink, and a few tracks of cariboo.

The weather was all that could be desired.

Accompanying this report, I beg to submit plan, field notes, diary, pay-list, transport, vouchers and account, as per instructions.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), F. F. MILLER,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands.  
Toronto.

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(Appendix No. 32.)

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OF CONMEE.

PORT ARTHUR, ONTARIO,  
November 4th, 1886.

SIR,—I have the honour to report that in accordance with instructions received from your Department, dated 29th May last, I have made a sub-division survey of the southern



portion of the township of Conmee. This township lies immediately west of the township of Oliver, in the district of Thunder Bay, and the sub-divided portion contains a total area of 25,634 acres.

As will be seen from an inspection of the accompanying topographical and timber plans, the land is rolling, with occasional small cedar and spruce swamps and patches of muskeg. Along the western boundary rocks and hills predominate, chiefly gneiss to the south, and jasper on the north. This jasper might prove of economic value for ornamental purposes. The part surveyed is well watered, and, except in the north-west part, is well timbered likewise, and the lie of the land is favourable, being southerly and easterly.

The soil on at least seventy-five per cent. of the township is suitable for farming purposes, and the township, as a whole, may be considered as above the average of agricultural lands in this district. The eastern half of the township is more especially adapted for settlement, being heavy clay overlaid with vegetable mould. In the north-western portion sandy soil predominates. Numerous small streams traverse the township, Brulé Creek on the north, and Cedar Creek on the south-west, being always amply supplied with water.

With the exception of the north-western part of the township, which is covered with a very small growth of poplar and birch, and a small portion swept by fire on the north, the timber, which is chiefly poplar, birch and spruce, is of large growth. An occasional white pine is to be seen, but they are too few and scattered to be worthy of more than passing notice. A saw mill across the Kaministiquia River, at the south-east corner of the township, would supply incoming settlers with building lumber, etc., at a convenient place. At several points on the Kaministiquia River, as well as along the lower part of Brulé Creek, excellent water power for either grist or saw mill purposes can be had.

The only means of access to the surveyed part of the township at present, is by the Oliver road, which terminates at the Kaministiquia River at the south-east corner, and several settlers, availing themselves of the navigable stretch from this point north, have taken up farms and made improvements on lots B, C and D, in the first concession, and lot E in the second concession, and have erected three good log shanties; others will probably follow shortly now that the land is laid out for them. The settlers from the township of Oliver, who were employed on the survey party, considered that the eastern part of Conmee township was superior to the average class of land in their township. The vegetables to be seen at the several clearings were sufficient evidence of the excellence of the soil.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), A. L. RUSSELL,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 33.)

## DISTRICT OF THUNDER BAY.

### TOWNSHIP OF MARKS.

NAPANEE, ONTARIO,  
October 13th, 1886.

SIR,—In accordance with instructions from your department, dated May 29th, 1886, to proceed to and survey the township of Marks, in the district of Thunder Bay into farm lots of 320 acres each.



I left Napanee on the 24th day of June, taking two chain men, one assistant and a cook, travelling by Grand Trunk Railway to Toronto, thence by Canadian Pacific Railway and steamers to Port Arthur, where I secured axemen, thence by Canadian Pacific Railway to Murillo, where I hired teams and travelled by the new colonization road to the south boundary of the township of O'Connor, from this point all supplies had to be packed, five miles to the south-east angle of the township.

I began operations on the morning of the 7th of July by running the side line between lots numbers two and three, due north about one and a-half miles. I next ran side line four and five north about one mile and three quarters; I then ran side line six and seven north about one and a quarter miles. I next started from the eastern boundary eighty chains north of the south-east angle, and ran the line between concessions one and two due west. I thus continued to carry up the side lines and concessions to the north and west, as far as the north-west angle, thence to the north-east angle of the township, where I finished my work on the evening of the 21st of August, making the concessions eighty chains in depth, and the lots forty chains in width as nearly as practicable.

Observations of Polaris and of the sun were taken as often as was thought necessary to secure accurate work, the details of which will be found in their respective places in the field notes.

Where lines crossed lakes, the distances were obtained by means of Stadia hairs fitted in the telescope of the transit, so adjusted that four inches on the rod just exactly equalled one chain, repeated tests having shown that the Stadia measurement for short distances is more accurate than any other micrometric method or triangulation with ill-assorted triangles.

The south-easterly one-third of the township, comprising about 8,000 acres, is a comparatively level section of country, the land being gently rolling, the soil a rich black clay loam, well adapted for farming purposes. The underlying rock is chert. The northerly and westerly two-thirds is rougher, with high hills of granite and trap rock, over-laid with a light covering of sandy soil and boulders, and is not adapted for farming purposes.

Numerous bands of quartz are found through the granite knolls, but apparently they carry no economic minerals, on side lines six and seven, concession one, is found a ridge where an exposure of a vein carrying small specks of zinc blend, and probably silver may be seen.

From the large variation of the needle amounting to  $135^{\circ}$  in a number of places, I am inclined to think that vast beds of magnetic iron ore will be found in this township, as it is scarcely probable that such a large variation would be caused by the presence of the small pieces of magnetite usually found associated with trap rock. One peculiarity which I have never seen noted before, was the constant variation; it was quite a common thing to see the needle  $15^{\circ}$  off the course for a distance of fifteen or twenty chains before any change in the variation would be noticed, when it would veer over suddenly to the opposite side of the pole and record  $5^{\circ}$  for a distance of ten or fifteen chains.

The township is well watered by numerous small rapid-running creeks, and several large ponds, the water in every case being clear, cold and wholesome, the source of supply being mostly from springs.

Brook or speckled trout were the only fish seen, but of these there was a great abundance. Of fur-bearing animals the only representatives seen were the beaver and fisher.

No signs of the common red deer were seen, plenty of caraboo tracks were run across showing them to be quite numerous.

Bears were also plentiful: of the smaller game partridge were the only variety seen.

This whole section of the province was over-run with fire about one hundred and fifty years ago, and is now grown up with almost tropical luxuriance, birch, white and yellow, spruce, poplar, jack-pine, tamarac, balsam, with an occasional white pine, forming the larger growth. Many of the spruce and tamarac are fine, large trees, suitable for lumbermen's purposes.

The poplar, from its whiteness and long, clear growth, is particularly well suited for the paper manufacturers; the undergrowth is composed of hazel, dog-wood, small balsam, and soft maple, and so very thick that it was most difficult to cut lines through.

In the vicinity of this township there are at present four mines at work, employing quite a number of men, and constantly increasing. The Canadian Pacific Railway station at Murillo, is only twenty-five miles distant. A government colonization road passes within five miles of the south-east angle of the township. The new projected Thunder Bay Colonization Railway passes about four miles to the south. By the construction of about four and one-half miles of road, easy access can be had to the whole of the good land, and as there are also large sections in the adjoining township suitable for settlement there is little doubt that in a few years the whole section will be taken.

I have the honour to be, Sir,  
Your obedient servant,

(Signed), M. J. BUTLER,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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*(Appendix No 34.)*

DISTRICT OF RAINY RIVER.

EXPLORATION OF LAND LYING NORTH OF RAINY RIVER AND RAINY LAKE.

(Interim Report.)

BELLEVILLE, ONTARIO,  
December 1st, 1886.

SIR,—I have the honour to report that in accordance with your instructions dated May 29th, 1886, I have explored the lands lying north of the surveyed townships on Rainy River, and also the country lying north of Rainy Lake.

I proceeded first to Rat Portage, where I procured the necessary supplies and canoes, and hired some men to assist in moving camp, etc., and then went across the Lake of the Woods to the south shore of Sabashkong Bay, pitching my first camp at the mouth of Split Rock River, and from here explored the country south to the forty-ninth parallel, and eastward to the canoe route which leads from the easterly end of Sabashkong Bay to Fort Francis. I then followed the southerly shore of the Lake of the Woods westward to the mouth of Rainy River, stretching inland sufficiently often to obtain a good general idea of the nature of the country and timber. I ascertained in this way that the land lying north of the forty-ninth parallel is generally of a very poor description, with the exception of some good patches in the vicinity of the Indian Reserve on Big Grassy River; while the timber is generally poplar and jack-pine of small growth. I first encountered good land at the point where the forty-ninth parallel or the first base strikes the Lake of the Woods, and following up Little Grassy River, which empties into the lake a couple of miles south of this point, I found, from travelling in every direction, that the block of four townships composed of townships one and two south, ranges twenty-three and twenty-four east, contains a large percentage of the finest land I have ever seen, and the same description applies to the block of land lying westward between these townships and the Lake of the Woods. Little Grassy River is navigable for canoes for a distance of about eight miles from its mouth, and the land on the shore is all good, being composed of a rich calcareous drift formation, equal to any soil in the best agricultural districts of Ontario.



The timber along the river is chiefly large thrifty poplar, mixed with some scattering oak and swamp elm, and some evergreens such as balsam and spruce; inland the timber changes in character somewhat from that along the river shore, as large balm of Gilead, spruce, balsam and tamarac are met with more frequently, and the nice open bush which prevails along the river banks is changed for a tangled brushy undergrowth; but the character of the soil remains the same. Tamarac and spruce swamps occur frequently in this section of the country, as is the case all through this large level area of good land which lies along the banks of Rainy River. These swamps were all perfectly dry this summer, and are nearly all capable of being made into excellent land by drainage, as they lie nearly as high as the surrounding dry lands, and only require proper ditching to take the surface water off in wet seasons. The extreme levelness of the country causes the presence of so much swamp land here, as the surface water has no means of escaping from the low-lying portions, and consequently the growth of moss and swamp timber is engendered. I noticed that in most cases the beds of the little streams are deep enough to form outlets for ditches and drains, and these creek beds are usually so numerous that to drain any swamp no very long ditches would be required; in nearly all the swamps through which I passed I observed the soil to be a black vegetable mould, varying in depth from one to three feet, and always underlaid by the same calcareous clay above alluded to. I seldom met the muskeg proper, that is to say, the wet shaky bog in which water is present at all seasons of the year, and which grows nothing but dwarf spruce and moss. I then paddled up Rainy River, and on both shores I found the same kind of country as I have described as being in the vicinity of Grassy River, and as there are a good number of settlers along the river on the Canadian side I had an opportunity to observe the soil while under cultivation, and to see the kind of crops it is capable of raising.

The soil I found to be most excellent in character, calcareous clay overlaid by a thin streak of whitish fine earth about six inches in thickness, and this again covered with a coating of vegetable mould, and these three mixed up together in the working of the land form a soil which cannot be excelled in any part of the Dominion. I saw along the river crops of potatoes, turnips, hay, oats, wheat, corn, tomatoes, and cabbage all grown to perfection this season, which shows that the climate, as well as the soil is suitable to successful farming, especially when tomatoes ripen as they certainly did this year as well as I ever saw them ripen in the vicinity of Lake Ontario.

As I went up the river I frequently travelled inland several miles, and at the easterly side of township three, range twenty-four, I penetrated northward to the section I had explored from Grassy River, and found that the calcareous clay formation extends at this point clear from the Lake of the Woods to Rainy River, a distance of over twenty miles in a straight line; I found a tremendous bush fire raging along the first correction line south, which was destroying everything before it; in fact bush fires were very frequent in this part of the country this season owing to the extremely dry weather. There is an area of pine land in here a little north of the first correction line south, where the soil is inclined to be sandy, but the extent of this tract is not very large.

Along the line dividing ranges twenty-six and twenty-seven the good land extends back some twelve miles from the river, but towards the north-east corner of township three the rough regions begin to appear, and away to the northward the country is broken and rocky, and the good land disappears.

Township three and the north part of township four, range twenty-seven, have been burnt over some years ago, and are now grown up with small second growth of poplar.

Townships four in ranges twenty-eight, twenty-nine and thirty, are mostly all good land; while townships three in the same ranges are generally broken with rocky ridges, but contain some excellent land in the valleys among the hills; townships two, ranges twenty-seven and twenty-eight, also contain some good land although broken by rocky hills.

A straight line drawn from the south-west corner of the large Indian Reserve on Big Grassy River to Fort Francis would approximately form the north boundary of the good belt of land, while almost all the country lying between this line and the Rainy River and the Lake of the Woods is good agricultural land. This tract of country is over sixty

miles long, and averages over fifteen miles wide, and contains over nine hundred square miles, or something like six hundred thousand acres, and has a water frontage on the Lake of the Woods and Rainy River of over one hundred miles. Of this area perhaps thirty per cent. is swamp, most of which can be drained and made tillable land, rocky ridges occur very rarely, and the soil is all a limestone clay such as I have described. No limestone rock in place has been observed, but loose limestones containing fossils are frequently to be met along the rivers, and the settlers along Rainy River pick them up and burn them into excellent lime; in fact this whole district is a glacial drift.

The timber is chiefly poplar which grows to a great size; I have seen trees over eighteen inches across the stump and sixty feet long clear of limbs. Balm of Gilead, too, prevails in some sections, while spruce, tamarac and balsam of thrifty growth are everywhere met with. In some places magnificent cedar abounds large enough for telegraph poles, shingle bolts, or any other use to which cedar is applied; there are some groves of pine through this section but it cannot be called a pine country, that is, on this drift formation.

North of the above imaginary line the country is all rough and broken with valleys of clay land occurring occasionally among the ridges, especially along the margins of creek beds; east of the line dividing ranges twenty-six and twenty-seven there is a good deal of pine, although in some places the fire has been through and destroyed much valuable timber; all round the north-west bay of Rainy Lake, and round the chain of waters stretching from this bay to the south-east corner of the Lake of the Woods, I saw a considerable quantity of pine, both red and white, and in the country lying between this chain of lakes and the north bay of Rainy Lake pine is present almost everywhere, but not often in large thick groves.

I explored all the country north of Rainy Lake, nearly as far north as the forty-ninth parallel, and eastward to what is called Sand Island River on the map, and up the Seine River to Sturgeon Falls; I travelled inland through this section of the country sufficiently often to get a good general idea of the land and timber. There is not much good land all through this region, that is, in large blocks, although patches of excellent clay land of from fifty to one hundred acres are met with frequently among the hills, but this clay is never the calcareous clay of the Rainy River drift. The only place I found a large tract of good land is on the bank of Sand Island River, extending from near the mouth of the river up stream for about sixteen miles, with a width of perhaps two miles; this tract is broken in places with rocky ridges, but this soil is a good clay loam and free from stone. This tract of good land has all been burnt over and is now grown over with small poplar, all the rest of this country lying north of Rainy Lake may be described as a rough, rocky region, which in some places is utterly denuded of timber by forest fires. There is a considerable quantity of pine in all this section of country; all along the eastern shores of the north bay of Rainy River scattering pine is met with, and a good deal of lumbering has been done in the vicinity of the lake.

On the chain of water connecting Sand Island River with Rainy Lake, lumber camps have been in operation in former years. Around Sand Island Lake and in the country between this point and the River Seine there are some fine groves of red and white pine, and along the Seine also pine is frequently seen; the other prevailing timber is chiefly jack-pine, with poplar and tamarac.

Along both sides of the Seine River and inland, both north and south, the country is rough and broken with occasional valleys of good land, and the same may be said of the land on Rat River, Pipestone River and Little Turtle River. From this it will be seen that the tract of country I have described adjoining Rainy River, and including the townships already surveyed, is a locality well adapted for farming, and although there is some good pine within this area it cannot be said to be a pine country.

The remainder of the country explored by me including from Sabashkong Bay to Sturgeon Falls, on the Seine River, and north to the forty-ninth parallel, is comparatively unfit for settlement, but pine is met with all through this region, in some places only scattering, but in others in considerable groves, so that this portion may be classed as a lumbering district.

Wild rice is very abundant in all this country, and being an exceptionally good year for it the Indians laid in large quantities for winter use. Ducks, partridges and prairie



chickens are very plentiful, and sturgeon, pickerel and white-fish are found in all the waters. Moose and cariboo are very numerous, but the red deer are not found in these parts. Bears are very plentiful, but wolves are never seen in these woods.

While in the tent I wrote a detailed report of the result of each day's proceedings with the result of my explorations. I will send in a copy of this longer report at an early day, together with a map showing the routes taken by me each day.

I have the honour to be, Sir,  
Your obedient servant,

(Signed),

THOMAS O. BOLGER,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 35.)

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REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS.

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To the Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honour to submit the annual Report upon Colonization Roads for the year 1886, with a statement of the cost of each work.

During the season several exceptionally large bridges have been built, two being of iron and the remainder wooden structures, but all alike good and substantial. These works are fully described in the body of the report, but I may here remark with reference to the iron bridges, that it was found by calculations and estimates furnished, cheaper at the present price of iron, and the facilities possessed by bridge companies for constructing them, to use the metal for spans of more than about one hundred and sixty feet; and for spans of one hundred and thirty feet the cost was not much greater in iron than wood, while the advantages in favor of the former will be acknowledged by everyone as regards strength and durability.

The iron bridges erected are that over the Mississauga River, a 200 feet span, and one over Sturgeon River, the span of which is 130 feet. These were furnished and erected by the Hamilton Bridge and Tool Company, now well and favourably known for their excellent bridges.

The principal wooden bridges are those over the Kaministiquia River at Point De Meuron, and three others near Rat Portage and Keewatin, one of which latter is a float-bridge, and fully described in the report.

The general operations of the season have been on the whole very satisfactory, and a great number of roads have been constructed and repaired, aggregating 192 miles of new roads, 506½ miles of roads repaired and some 31 bridges built of various lengths and value.

As regards the expenditure of about \$14,000 on the actual operations of the year above the Legislative grant, I would explain that nearly \$9,000 of this sum was spent upon six principal works, and was unavoidable; as for instance Manitoulin Island, where the summer fires had so burnt up crossways, culverts and bridges, as to increase the expenditure more than \$1,500 beyond the appropriation.

On the north shore, also, fire and flood rendered necessary an outlay of nearly as much more, to restore many of the roads and bridges to a state of usefulness. The bridge at Point De Meuron which, once begun, it was absolutely necessary to complete, cost very considerably more than the sum voted, as subsequently explained; while the extensive works at Rat Portage and Keewatin, for reasons submitted, required a considerable additional expenditure to complete and make secure the bridges and other works.

I may add, too, that a great deal of damage was done all over the country by bush fires and excessive floods, which caused a general over-expenditure, not anticipated when the estimates were prepared, but which in the interests of the Province was unavoidable.

The works are :—

#### NORTH DIVISION.

##### ANSONIA BRIDGE,

Which is on the main road between Bruce Mines and Thessalon, was re-covered at a cost of \$32.40, and was a necessary work, as the old covering had become unsafe and dangerous.

##### BAR RIVER BRIDGE.

This bridge is over Bar River, on the town line between the townships of Laird and Macdonald, and was built to give settlers access to the Port Finlay Road, to which the inhabitants had themselves opened a road.

The structure is eighty-four feet long, built upon piers filled with stone.

##### BASSWOOD LAKE ROAD.

This road leaves the Mississaga Road on lot 12 concession 3, of Gladstone, from whence it follows generally the margin of Basswood Lake to the line between concessions 5 and 6, and centre of lot 2 in the township of Day, a length altogether of about four and a-half miles. The continuation of this road northward into Well's township is desirable according to the inspector's report.

##### BLIND RIVER BRIDGE.

A bridge four hundred and twenty feet long, with approaches in addition at each end, and spans Blind River near its mouth.

Mr. Murray, of Blind River, gave six thousand feet of lumber and in other ways assisted in furthering the work, thus enabling the Department to finish the bridge for a few dollars more than the appropriation.

##### COCKBURN ISLAND ROAD.

The roads on this island are in by no means good condition, and the grants heretofore made have not been sufficient to do more than make crossways at intervals over a considerable length of road.

The money this season was spent in further repairing the roads, beginning at Toleman's Dock and extending operations southward half a mile, and westward one and a-half miles; the last half mile being new work.

##### COFFIN ROAD.

This road was repaired over a length of twelve miles, namely, from section 4 of Coffin south to Otter-Tail Lake, ten miles; and two miles of the north end of the road which last year was chopped out, was this season made into a good travelable road.

A bridge was also renewed over Thessalon River, having a main span of fifty-two feet, and costing \$275, the former bridge having been swept away by spring freshets and travel stopped.

#### COYNE'S ROAD.

A road commenced last year, and this season produced northward a further distance of three and a-half miles, and now ending on the line between sections 1 and 12, and a quarter of a mile east of that between sections 1 and 2. While a portion of the road passes through a rough country it will, if produced about three miles further, reach a good district called Dunn's Valley, and be a very useful road.

#### DAY MILLS AND BRIGHT ROAD.

The chief work in this instance was a bridge 132 feet long built over Pickerel Creek, and the formation of the road between concessions 1 and 2 of Day township, opposite lot seven.

Some slight repairs were made upon the Thessalon Road, also included in this expenditure of \$364.28.

#### GALBRAITH (*3rd Concession*) ROAD.

This road is locally known as Dunn's Valley Road, and is from lot 5 between concessions 1 and 2, west to the Coffin road, about three miles, which were fairly repaired.

#### GOSSE'S CREEK BRIDGE.

A bridge in the township of Kirkwood, which the water had undermined and made impassable.

Two new piers were built and the superstructure raised three feet higher than it was before. Having myself examined this I can testify to the necessity for the work.

#### GRAND PORTAGE ROAD.

A continuation of a road commenced last year and then described. It is continued north-westerly to "Kelly's store," on the line between lots 8 and 9 of concession 3, township of Wells, from which point it is made northward on the line between lots 8 and 9, two miles, or a length altogether of about four miles of new road. A further extension of this road is desirable.

#### INDIAN PENINSULA ROAD,

Which is in the County of Bruce, was repaired over four miles; and, on the Government road on the west side of the Peninsula, about nineteen miles were repaired through the Townships of Albermarle, Eastnor and a portion of the Township of Lindsay, thus making twenty-three miles of general repairs.

#### KAMINISTIQUEA BRIDGE.

Owing to the great width of water and quantity of ice which breaks against the bridge, I deemed it necessary to increase the waterway of the principal channel by introducing an additional opening of sixty feet, as also to strengthen other parts of the structure, so as to insure it against injury, and meet the heavy traffic in machinery now constantly being conveyed over this bridge to the various silver mines.

The bridge now has three 60 feet clear openings resting upon piers 8 feet by 18 feet, with cut-water fronts and well filled with stone.

The total cost of the bridge, including the expenditure of last year, is \$6,911.93, and for a bridge 714 feet long is by no means excessive.



## MANITOULIN ISLAND ROADS.

In consequence of bush fires, which for some time raged on the island, very serious damage was done to some of the roads, in the destruction of bridges, culverts and cross-ways, necessitating a considerable expenditure beyond that contemplated or provided in the estimates, in order to preserve traffic over some of the roads.

The number of miles of new road built this year was ten and a-half; and of repairs about thirty-three and a-half miles, upon the following roads:—

**BIDWELL AND GREEN BAY ROAD** was repaired over three and three-quarter miles, of its length, beginning between concessions 6 and 7 of Bidwell, and from thence south to the 3rd and 4th concession line, and thence eastward across what is termed the "Dismal Swamp." The expenditure on this work was \$446.93.

On the Bidwell Branch Road, the sum of \$142 was spent in repairing one and one-quarter miles from Little Current and West Bay Road southerly.

About one mile was made of the **BILLINGS ROAD**, which is on the 12th and 13th concession line, from Mudge Bay Road or Kagawong Lake easterly, the work costing \$370 and was mostly through a swamp.

**BARRIE ISLAND ROAD** was improved somewhat, and some repairs made upon Barrie Island Bridge, at a cost of about \$100.

**CLOVER VALLEY ROAD**, described in report of 1884, was this season ditched for one mile upon one side, and several culverts re-built at cost of \$100.35.

**CAMPBELL 8TH CON. ROAD.**—This was covering a rocky road-bed over one and a-half miles, making it fairly passable for settlers between Mindemoya Lake and Gore Bay, the cost being only \$65.

**GORE AND PROVIDENCE BAY ROAD** is one of the most important roads on the island, and was much in need of the repairs which it received and which were extended over four and a-quarter miles, at a cost of \$402.

**LONG BAY ROAD** was continued in its construction from the road allowance between concessions 10 and 11 southerly, between lots 20 and 21 to that between concession 12 and 13, and from thence easterly between the last named concessions to the road allowance between lots 15 and 16, a length in all of two and a-half miles, and the outlay \$435.

**LAKE WOLSLEY ROAD.**—Two miles of this road were built, and three repaired for the sum of \$1,125. The work was done in three different sections, to accommodate as far as possible the wants of settlers, and at the same time open the district for development. The road passes through the townships of Gordon, Mills, Burpee and Robinson.

**LITTLE CURRENT AND WEST BAY ROAD**, which reaches between Little Current and Mindemoya Lake, was repaired over three and a-quarter miles; Sucker Creek bridge being also built. The cost of the bridge was \$60, of which sum the municipality of Howland gave \$30. The Departmental expenditure was, for the road and bridge, \$530.

**MINDEMOYA AND SANDFIELD ROAD.**—One and a-quarter miles of new road made, and two bridges built; one of which latter after completion was destroyed by fire, and afterwards re-built.

The road is between concessions 4 and 5 of Carnarvon, extending towards Lake Mindemoya; outlay \$380.

**MUGE AND GORE BAY ROAD.**—An expenditure was made of \$25 in re-building a bridge on this road which fire had destroyed.

**NORTH OF SCOTLAND ROAD**, opened up between concessions 14 and 15 of Allan township, along the bluff which is on the east side of Gore Bay. Distance two and a-half miles, and cost \$180.

**PROVIDENCE BAY ROAD.**—This expenditure of \$350 was almost entirely on account of fire, which destroyed all the principal bridges and culverts on the road. The work extended over seven miles.

**SOUTH BAY ROAD.**—Three and a-half miles improved on this road, which is upon the road allowance between concessions 8 and 9 of Tehkummah. Fire in this case also did much damage; cost \$420.

**TEN MILE POINT ROAD.**—Five miles of road repaired, and a bridge built above the rapids on the 4th and 5th concession line of Sheguiandah, 120 feet long, including approaches. The cost for road and bridge being \$409.

#### MISSISSAGA BRIDGE.

This structure was built to replace one erected last year, but carried away by the extraordinary spring flooding and ice jams, which occurred soon after the bridge was built.

The present one is built about 500 feet up the river from the old site, as it was found after careful examination that it would be better and cheaper to build at this point where the stream was narrower and might be crossed with one span of 200 feet.

Again, from estimates made and received, it was determined that a 200 feet span iron superstructure could be procured and erected for less cost than one of wood, by the Hamilton Bridge and Tool Company. Their offer was therefore accepted, and the bridge put in position by them at a cost of \$5,774 upon the superstructure prepared for it.

The cribs which support the bridge have a general length of 26 feet, with cutwater fronts and wing walls, their width being about 12 feet at the base and slightly battered. The height of the east crib is 18 feet from its rock foundation, to which it is securely bolted, and of the west crib 22 feet from low water, where it rests upon 64 piles firmly driven and to which it is well bolted. Both cribs are filled with stone, and the work in every respect is in my opinion, as it is of the inspector and others, satisfactory and workmanlike.

The approach at the east end necessitated an additional truss of 42 feet, so that the bridge has a length altogether of about 260 feet, exclusive of the earth approaches.

**MISSISSAGA RIVER FERRY SCOW.**—The sum of \$150 was given towards the construction of a scow to enable settlers to cross the river with their teams at the termination of the Thessalon and Bright road, on lot 10 and between concessions 5 and 6 of Thompson.

The settlers had purchased an iron rope at considerable cost, but found themselves unable to bear the entire cost of the work. The scow is 12 feet by 34 feet, and 2 feet 2 inches deep, and when loaded with ten teams only sank one foot.

#### OLIVER ROAD.

This road was repaired from Murillo Station, on the C.P.Ry., to the town limit of Port Arthur, some twelve miles or over, and the whole distance is in a good general condition. The municipality of Shuniah gave \$250, which was spent with the Government appropriation.

#### PARKINSON ROAD.

This road leads towards the township of Parkinson, from the iron bridge built over the Mississaga River this season.

It begins on lot 3, concession 2 of Gladstone, from whence it is made northward to intersect the line between lots 3 and 4, and thence again north between the last named line, to the line between concessions 5 and 6; the length being about four and a-half miles.

This road should be produced so as to reach the good lands of Parkinson.

#### POINT DE MEURON BRIDGE.

In 1873 a bridge was partially built upon the site of the present structure, but before completion the piers and abutments became damaged or displaced by ice and freshet, and so remained till this year.

The total length of the bridge now completed is 350 feet, comprised of two main spans of about 90 feet each and four of about 30 feet each, with approaches.

Unforeseen difficulties in building upon old foundations, and the high rate of labour and cost of materials in that district, made the cost of the work much above the sum estimated, but an excellent bridge is secured, and considering its great length and the expenditure in road approaches, the outlay is not excessive.

It is built over the Kaministiquia River, about lot 20 in the first concession of Neebing township, some seven or eight miles up the river from Fort William, and will no doubt assist in developing the farming lands in Blake and other townships.

#### PORT FINLAY ROAD.

Repairs were made over eight and a-half miles, which included a large amount of ditching. The road is from the Great Northern Road through the townships of MacDonald, Laird and Tarbutt Additional to Port Lock, on the lake shore of Huron, North Channel.

#### PORT LOCK ROAD.

Three bridges of 51, 53 and 60 feet spans respectively were built on this road besides 70 rods of crossway and some very heavy ditching; and its length between Port Lock and Dessert Lake—six miles—is now in excellent condition.

#### RABBIT MOUNTAIN AND WHITE FISH LAKE ROAD.

The distance between the Oliver Road, where this road begins, and Silver Mountain Mines, where it now ends, is twenty-two miles. Last year, as then reported, there were seven miles and a-half of the portion cut out to be completed, and which has since been done, and the first twelve miles of the road are now in good order for general traffic.

The remaining ten miles have been chopped out sufficiently to allow winter traffic over it to the mines, and all the necessary bridging has been done, but requiring a considerable expenditure yet to make a good road.

The Silver Mountain Mines Company contributed \$1,000 towards the cutting out of this latter portion, with the understanding that next season it be finished as a summer road.

The overseer says this section passes through some good agricultural lands.

#### RAINY RIVER ROAD.

This road was made last year from Fort Frances thirteen miles. This season twenty-six miles were made, continuing it down the river, and generally upon the road location made by the Dominion Government about eleven years ago.

The road is chopped out 40 feet wide and made as a fair winter road, while the portion built last year was more or less improved throughout, and at the present termination a narrow road was cut to the river for the use of the inhabitants.

The overseer, in his report, suggests that the work be continued to the mouth of Rainy River, forty miles, or at any rate he says it is important that at least eleven or twelve miles be made, so as to reach about six miles below "Sault Rapids," to what is known as Cameron's farm.

The report concludes as follows: "I may add also that the land along the river as far as I went, is very well adapted for agricultural purposes, and capable of being successfully farmed, and I have every reason to believe that it continues so to the mouth of the river."

#### RAT PORTAGE AND KEEWATIN BRIDGES AND ROAD.

The object of this work was to connect by road the villages of Rat Portage and Keewatin, and which is now largely accomplished.



The chief undertakings were bridging two outlets of Winnipeg River, and construction of a breakwater of timber at the foot of the Canadian Pacific Railway embankment near Rat Portage, which was the only reasonable point where a road could be made.

The breakwater is 445 feet long, formed of piers having 24 feet centres, and built  $6\frac{1}{2}$  feet higher than the general water line. It is planked over its whole length, and finished with a hand railing, while each pier is filled with stone for greater security and stability.

Over the first river outlet a floating bridge is made 360 feet long between piers, which latter are of square timber 12x12, built five feet above the water and filled with stone.

The floating portion is formed of white pine logs averaging 18 inches in diameter, and 16 feet long, placed four feet apart, centre to centre. Above these logs are four stringers bolted to each cross timber, and the whole covered, first with 2-inch plank 16 feet long, and upon this a second 2-inch plank 12 feet long is laid diagonally for the waggon road. It is finished with a hand rail, and the whole structure properly anchored and otherwise made secure.

Hinged aprons lead to and from the bridge at each end, which rise and fall with the water. The whole length, including the approaches, which are also covered with plank, is 408 feet.

The third structure, which spans the second outlet, is a truss bridge, composed of four 50-foot clear spans, and six 22-foot spans, which, with the approaches as planked, make a length of 557 feet.

Owing to the strong current the building was very difficult, but notwithstanding this a strong and substantial bridge has, I believe, been secured.

A road was also made through Tunnel Island, and between the two last named bridges, and the road formed to Rat Portage, so there is now a road giving access by team or on foot from place to place, which before did not exist.

From my personal knowledge I can report a large amount of work accomplished for the money spent.

#### ST. JOSEPH ISLAND ROADS.

The appropriation for this island was spent in the construction of portions of three different roads, namely, the sum of \$600 in building a mile and one-quarter on the A concession line from Hilton Road north-westerly; \$820 upon the H and I line from Centre Road, between lots 10 and 11, north-easterly to the middle of lot 20, nearly two miles and a-half; and about \$640 on the Tenby Bay Road in building a mile and a-half, from lot 9, concession 7 to the bay, on lot 2, concession 7; a total of five and a-quarter miles of new road.

Road-building here is usually of a heavy and expensive character, involving a great deal of ditching, which is done in place of cross-waying, and is of course preferable.

#### THESSALON AND BRIGHT ROAD.

An expenditure of about \$600 in making general repairs over the road through the townships of Thessalon and Bright, about five miles in all, besides some bridge repairs.

#### WEST DIVISION.

##### ALSACE ROAD.

Two portions of this road were made, one east and the other west of the Rosseau and Nipissing Road.

The easterly portion is from the termination of last year's work easterly one mile and five-eighths, to lot 24, the road being between concessions 10 and 11 of Himsworth; while the westerly part is from the Rosseau and Nipissing Road, between lots 190 and 191, westerly, crossing lot 190 to its west boundary, a length of one and a-quarter miles, or a total of nearly three miles of road.



### BAYSVILLE AND HUNTSVILLE ROAD.

Repaired from the sixth concession of the township of Brunel northerly, two and three-quarter miles.

These repairs are of a permanent nature, and puts the road in a very fair condition throughout.

### BEAUMARIS BRIDGE.

A bridge connecting Tondern Island with the main land on the Point Kaye Road in the township of Monck.

It is 400 feet long, and cost \$400, of which sum the county contributed one-half.

### BLACK RIVER BRIDGE,

On the line of the Peterson Road, is a structure 88 feet long, comprised of two spans 37 and 27 feet each, resting on three piers, each about 11 feet high.

The centre pier is rock-bolted to secure it against danger as this Black Creek is of a somewhat hazardous character.

The bridge cost more than anticipated, and is explained in the difficulty in procuring timber.

### BRANDY CREEK WORKS.

The blasting of rock in the bed of this creek to lower the water and prevent the flooding of roads in the district.

The work is in the township of Watt, Muskoka district.

### BURK'S FALLS ROADS.

This grant was to assist the Council in opening up roads from the Railway Station, on lot 8, concession 9, of Armour, and cutting down a hill between Burk's Falls and the station. The work was under the supervision of the municipality—half a mile of road.

### BURPEE ROAD.

Continued from last year's work, lot 12, concession 5, of Ferguson township, to the centre of lot 12, in concession 8, of the same township—two miles of very heavy work.

### CARDWELL JUNCTION ROAD.

These repairs were mostly upon culverts and crossways, which were destroyed or damaged by floods, and extended over above five miles of the road, from the Muskoka Road westerly.

The road is on the town-line between Perry and Chaffey, and is a most useful and important one to the settlers of McMurrich, leading, as it does, to Novar Station on the railway.

### CHAFFEY (20 and 21 Side Line) ROAD.

This expenditure was made under the supervision of the Township Council, and the work is said to be very fairly done.

It is through concessions 12, 13 and 14 to the north boundary of Chaffey, about one and a-quarter miles of construction.

### CHRISTIE ROAD.

Five and a-half miles of this road repaired, the improvements now reaching from Parry Sound to lot 27, concession 9, of Christie, or practically to Edgington P. O.

A bridge at the Edgington Narrows was entirely rebuilt at a cost of about \$250, which is included in the expenditure of \$1,550.17.

This road is an important one, being the main east and west highway from Parry Sound and Georgian Bay to the new railway.

#### CONGER BRIDGE.

This was a small job given to open a way through lot 1, concession 9, of Conger, to the Port Carling or Lake Joseph Road.

#### COOPER'S FALLS BRIDGE.

This was a work rendered necessary through the destruction by flood of a culvert and embankment built last year on the Dalton and Washago Road.

#### DENVILLE SWAMP ROAD,

On the road allowance between concessions 4 and 5 of the Township of Strong, was continued this season from lot 10 to lot 4, and two bridges were built, one having a span of 32 feet and the other 37 feet.

Length of road built a mile and three-quarters.

#### DISTRESS RIVER ROAD.

An extension two and a-half miles easterly from opposite lot 5, and between concessions 10 and 11 Strong township, to lot 14 on the same concession line, or as far east as at present appears necessary for settlement purposes.

#### DRAPER AND GRAVENHURST ROAD.

A little over three miles of this road has been constructed from Housey's Rapids, in the third concession of Ryde northward, between lots 25 and 26, through the township, and two and a half miles of what is known as the Draper and Ryde town line road was repaired, beginning at lot 8 on the town line and working easterly.

A bridge was also built on the line of this latter road, 165 feet long and 10 feet high, well finished, with hand railing, etc.

#### EAGLE LAKE ROAD.

This is four miles of well made road, from the Muskoka road near Upland's easterly to South River on the road allowance, as nearly as practicable, between concessions 2 and 3 of Machar township, and reaches the Callender Junction Railway.

#### FERGUSON ROAD,

Was begun at Lorimer Lake road on lot 7, between concessions 4 and 5 of Ferguson, and produced easterly one mile, crossing lots 6, 5 and 4 in the fifth concession, there meeting an old lumber road which leads to McKellar, the settlers' market.

#### FISH BAY ROAD.

An expenditure in repairing the road between Nipissing Village and Fish Bay, the steamboat landing on Lake Nipissing.

#### GOLDEN VALLEY ROAD.

A road located in 1884, and in my report fully described. Last year two and three-quarter miles were built, and this season four miles were added to its length, beginning at lot 4, between concessions 8 and 9, of the township of Pringle, and ending on lot 13 of the same concession line, in Mills township. This road opens a good section of land, and ought to be continued until it intersects the Mills road.

## HIMSWORTH BRIDGE.

A bridge over East River, in the township of Himsworth, built in 1884, and carried some distance down the river by the freshets. The present expenditure of \$319.48 was for replacing the bridge and repairing the road.

## JOLY BRIDGE.

A small expenditure for repairs

JUNCTION (*No. 1*) ROAD.

Repaired over six miles, from one mile and a-half west of Spence, on the Rosseau and Nipissing Road westerly.

## KATRINE BRIDGE,

Which is on the Muskoka Road at Katrine, was raised 8 feet above its former level, to permit the passage of steamboats from Doe Lake to the railway. It involved the formation of heavy approaches at each end containing nearly 1,000 cubic yards of earth filling, and the use of a large amount of timber.

## KEARNEY, OR SAND LAKE ROAD.

Repairs made over two and a-half miles, beginning about half a mile from Kearney P. O.

The chief work was rebuilding bridges and raising the road bed above the general flood line, which on portions of the road is a serious difficulty.

## LAKE JOSEPH, OR PORT CARLING ROAD.

On the Port Carling road proper, repairs were made from lot 17 concession 12, Monck, to lot 26 concession 13, two and a-half miles, and it was also repaired over about five and three-quarter miles from the Muskoka Road westerly. In addition to this, one and a-half miles repairs were made on the Point Kaye Road from the main road westerly.

## LEG LAKE ROAD.

A short road begun last year in the township of Wood, and this season a further sum of \$150 was paid for its production westerly towards the settlement which the road is intended to serve.

## MACAULAY ROAD.

The sum of \$1,500 granted by the Legislature was expended in repairing twelve miles of the road, beginning about two miles from Bracebridge and working towards Baysville.

In addition to the above, about \$700 was spent in making a little over a mile and a-quarter of new road as a diversion to avoid the necessity for building a new bridge over the Muskoka River, which had become dangerous, and would have cost at least \$2,000 to replace.

The new road was begun on lot 6 concession 3 Macaulay, and constructed through the said lot, and through the same lot in concession 4, intersecting the old road about six chains south of the road allowance between concession 4 and 5, and is said to be a most satisfactory work.

### MACAULAY (*25 and 26 side line*) ROAD.

This expenditure was for about 100 rods of ditching and cross-waying so as to connect with the Port Sidney Road, and thus allow settlers to reach the mills at Mary Lake.

### MAGANETAWAN ROAD.

Three miles of new road have been made this season, from lot 8 to lot 18 on the road allowance between the fourth and fifth concessions, as nearly as the country would permit, it being a somewhat rough and broken district.

Four and a-half miles of the oldest portion of the road were very well repaired, working from Maganetawan easterly, one-half of which being diversions was equal to new work.

### MAPLE ISLAND BRIDGE.

This bridge is over a branch of the Maganetawan River, on the Northern Road, township of McKenzie, and the rebuilding of it an absolute necessity, as the former one was decayed and unsafe. It is now a 60-feet clear span supported by piers 8 feet by 16 feet and 20 feet high. It was built at considerably less cost than of some offers made by tender from parties living in the vicinity, and is doubtless a much better bridge than would be built by contract.

### MILLS ROAD AND BRIDGES.

Two small bridges on the road were swept away by the spring floods, entirely stopping traffic over the road. They were rebuilt, and some portions of the road repaired. One bridge is in the township of Ferrie, and the other in the township of Mills.

### MONTETH AND PERRY ROAD.

The chief work this season was a deviation three and a-half miles long, in order to secure a good and almost level location, instead of the former one, which was both hilly and rocky. The diversion is from lot 27 concession 11 McMurrich, southerly through lots 27 and 26 to the road allowance between concessions 10 and 11; thence easterly, encroaching upon the fronts of lots 25 to 22 inclusive, after which it follows as nearly as may be the said concession line to the Stisted Road between lots 15 and 16. The work is not fully completed, the grant being sufficient to make it a good winter road only.

A bridge was also built over Bass Creek, on this same road, in lot 9 of concession 11, 100 feet long; and a small sum, \$92, was spent upon repairs near Kearney.

### MUSKOKA ROAD.

Extended northward between lots 20 and 21 to the road allowance between concessions 4 and 5, of Machar, one and three-quarter miles. The work was heavy and expensive. An extra outlay of about \$150 was required to repair damages north of Huntsville, caused by a freshet.

### NORTHERN ROAD.

Three and a-quarter miles, from the Rosseau and Nipissing Road at Commanda southward, were repaired in a very permanent manner.

### NORTH-WEST ROAD.

On this road also, three miles of excellent repairs were made, from one mile north-west of Parry Sound north-westerly. This is a very expensive road to keep in order, being rough and rocky.



## OAKLEY BRIDGE.

A job given to cover and make some necessary repairs, as the bridge was in a dangerous state.

## OKA ROAD.

The continuation of this road was commenced at lot 1 of Gibson, and extended westerly five and a-quarter miles. The work is of a somewhat cheap character, but the centre of the road has been well grubbed, and the road chopped out 30 feet wide.

## PARRY SOUND ROAD.

The work here was chiefly raising a long flat near Ashdown, which each year was submerged, making travel dangerous. The length was 1,200 feet; some repairs were also made on the town line of Watt.

## PENINSULA LAKE ROAD.

On this road the work was begun at the east boundary of Brunel, in the thirteenth concession, and produced southerly along the said boundary to the old Peninsula Lake Road at the tenth concession, one and a-half miles. In addition, half a-mile of the old road was repaired through lots 28 and 29 in the eleventh concession of Franklin.

## PORTAGE ROAD,

Which may also be called the Peninsula Road, was repaired for three and a-half miles from "Cane's Corner's," lots 15 and 16 concession 12, Franklin, on the Muskoka and Bobcaygeon Road, south-westerly to the line between lots 24 and 25 in the tenth concession; and from thence north over the portage from Lake of Bays to Peninsula Lake.

## PETERSON ROAD.

This road was in bad condition, and the overseer who built Black Creek Bridge, was allowed to repair the worst places, over about four miles, near Uffington.

## RESTOUL LAKE ROAD,

Begins at lot 14 concession 8, township of Nipissing, and has been produced westerly on the road allowance between concession 8 and 9, two and a-half miles, terminating on lot 21. The work was heavy and expensive, but the road is well constructed.

## ROSSEAU AND NIPISSING ROAD.

Repaired from North Seguin River, southerly over ten miles, and being chiefly the repairing of broken crossways and culverts.

## RYERSON CENTRE ROAD.

This appropriation of \$500 was for the purpose of improving and completing the road to its intersection with the Maganetawan Road, on the line between lots 10 and 11, and north boundary of the township of Ryerson. The work was effected, and was chiefly grubbing and ditching, extending over one and three-quarter miles.

## RYDE CENTRE ROAD.

This was a road begun in 1882. This year the work was produced southerly, continuing on the road allowance between lots 5 and 6 to the fourth and fifth concession line two miles. A lot of crosswaying and ditching was done.

### SEGUIN RIVER BRIDGE.

Begun last year and now finished. Its entire length is 330 feet, and said to be a fine structure. The river is a most treacherous one and required expensive additions to guard against the floods.

### SINCLAIR AND BOBCAYGEON ROAD.

This is a new road and was located last year. It commences at lot 5, concession 5 of Sinclair, and thence north-easterly, through lots 5, 4, 3, 2, 1 and lot 14 of concession B of Bobcaygeon Road survey, to intersect the Bobcaygeon Road; thence northerly on the old road half a-mile, and again the location is continued easterly, towards the township of Finlayson, to meet the requirements of settlers in that township. This year's work is two and three-quarter miles of construction, and three-quarter miles of repair.

### SOUTH ARMOUR ROAD,

By error designated in the estimates the East Armour Road, was produced from the end of last year's work, lot 28, between concessions 4 and 5, Armour, easterly, on or near the concession line, to lot 3 on the same line in Proudfoot, when it was diverted northerly a little to avoid some rocky ranges. The length constructed is nearly three and a-half miles.

From said point of ending, a winter road one mile long was chopped out so as to connect with Kearney No. 1 Road, on lot 7, between concessions 5 and 6 of Proudfoot.

### STEPHENSON TOWN LINE ROAD.

Repaired from lot 17, concession 1, Brunel, about four miles.

Fire in this instance had destroyed many of the crossways and culverts, which are renewed or repaired.

### STEPHENSON (12 and 13 Con.) ROAD.

This work was across lots 28 and 29, and between concessions 12 and 13 of Stephenson, and through a large and heavy marsh, which made it impossible for the settlers without assistance to form it into a road. The work had been asked for repeatedly.

### STISTED SOUTH TOWN LINE ROAD.

This is an important connection between the Stisted and the Muskoka Road, in length altogether about six miles. There was a short distance uncompleted at the end of last season, which is now done, and the road opened throughout in a very satisfactory manner. It was about three-fourths of a mile of work, chiefly crosswaying and ditching.

### STISTED SWAMP ROAD.

Nearly three-quarters of a mile of heavy swamp and crosswaying, opposite lots 7, 8 and 9, between concessions 4 and 5 of Stisted.

### WESTPHALIA ROAD.

Three and a-half miles have been added to the length of this road, as a production easterly towards South River on its original line, between the 2nd and 3rd concessions of Gurd, and is now therefore extended as far as lot 21.

It leads to Trout Creek Station on the railway, and is in consequence an important highway for the public.

### WHITESTONE VALLEY ROAD.

A road from the Northern Road, westerly, through the township of McKenzie and begun in 1881.

This season the appropriation was required for two bridges on the line, which could not be built last season for want of funds. They are substantially made, and portions of the road graded and improved on the parts built previously.

#### WOOD ROAD.

A short new road beginning on lot 32, concession 12 of Morrison, and from thence west half a-mile, and from thence again north and west to Morrison Lake, near the 17th and 18th concession line of Wood. Three miles were built this year. The County Council of Simcoe contributed \$100 towards the work.

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#### EAST DIVISION.

##### ADDINGTON ROAD.

Seventeen miles repaired from three miles south of the Canadian Pacific Railway crossing northward to the village of Cloyne.

For many years changes have been made in the location of the southern part of this road, and while yet uneven in many places, it is now thought to be upon the best selection possible.

##### ANSTRUTHER BRIDGE AND ROAD.

The chief work here was the bridging of Eel Creek, with a structure 100 feet long and main opening of 31 feet, the main abutments being 13 and 14 feet high respectively.

With the balance of the appropriation the road was completed and opened for traffic. The work has been reported from time to time in earlier reports, beginning in the year 1881 when the first expenditure was made.

##### ALGONA AND HAGARTY ROAD,

Is between lots 25 and 26 of South Algona, and was made through concessions 6, 7, and 8 this year, one and a-half miles.

##### ALICE ROAD.

About one mile very permanently repaired and being on the road allowance between concessions 12 and 13 of Alice, from lot 26 to lot 29.

##### ALICE AND FRASER ROAD.

This road is between the 13th and 14th concessions of Alice, and was opened from the town line between Alice and Fraser easterly three miles.

It had been partially defined before but was not travelable.

##### BAGOT AND RENFREW ROAD,

Is from lot 29, concession 10, to lot 30, concession 5 of the township of Bagot, ending at the boundary between Bagot and Admaston. Its length of four miles was repaired throughout. Previous to this work it was little more than a trail.

##### BARRIE ROAD.

The work in this instance was renewing a bridge near Perry's Mill. Its length is 156 feet without the approaches, and composed of openings of 41 feet, 43 feet, 25 feet and 23 feet, supported by cribs 8 feet by 16 feet, and 14 feet high at the centre. It is represented as an excellent structure and a credit to the overseer.

## BEDFORD BRIDGES.

A grant of \$300 was made to assist the municipality of Bedford, in building and repairing bridges in their township. One-half of the amount has been paid over upon their representations that the work was in progress. The balance was held awaiting the report of completion of the work, which has not yet been received.

## BELLS RAPIDS AND CARLOW ROADS.

On the first-named road repairs were made from a point about a mile and a-half north of the Peterson road, two miles northward; while on the Carlow Road the repairs were from Combermere southerly, three miles.

## BLAIRHAMPTON ROAD.

This work was begun between concessions 4 and 5 of Minden, at lot 12, and continued from thence north-easterly, through lot 12 in concession 5, and lots 13, 14 and part of 15 in the 6th concession; thence easterly across lot 16 and part of 17, and thence north-easterly through the balance of 17 and whole of lot 18 in the 7th concession, in all a length of a mile and a-quarter, which was graded and otherwise improved.

## BOBCAYGEON ROAD.

Three miles of repairs in the township of Harvey, southerly from one mile south of its north boundary.

## BONNECHERE ROAD.

A work consisting of four and a-half miles of repairs, and being from lot 10 in concession 17, to lot 20 in concession 21, of the township of Grattan.

## BRUDENEL (16th Con.) ROAD.

This was an existing road, but in a very dilapidated condition. It is now repaired for two and a-half miles, upon the following location:

Commencing at the Opeongo Road, on the line between Free Grant lots 270 and 271, and from thence north on the said line, to that between lots 20 and 21 in the 15th concession; and again north on the line between lots 20 and 21 to the north boundary of Brudenel.

## BUCKHORN ROAD.

Repaired from the Monck Road, northerly, to the north boundary of Glamorgan and again westerly half a mile.

Again it was repaired from lot 18, concession 12 of Cavendish, southward into the township of Harvey, eleven miles, making eighteen miles of repairs altogether.

## BURLEIGH ROAD.

Improved between Apsley and Burleigh Falls—twenty miles; and the road reported as in a good state of repair over this distance.

## BURNT RIVER BRIDGE.

A bridge on the Snowdon Road, between Minden Station and Monck Road, and which during last year's freshets moved from its place. In re-building it the whole structure was raised three feet higher than formerly, thus making it secure against further danger.



### CALLENDER STATION ROAD.

A continuation of last year's work, and is constructed on the road allowance, between concessions 8 and 9 of Bonfield, to the road allowance between lots 30 and 31, and from thence northward on the last named road allowance, to that between concessions 6 and 7 ; two and a-half miles of new road.

### CHANDOS ROAD.

Repairs upon a bridge over Deer River in the township of Lake ; the expenditure was only \$67.

### CLEAR LAKE ROAD.

This road is about the edge of Clear Lake, in the township of Sebastopol, and was repaired to the Eganville and Foy Road, about three and a-half miles.

### DISTRICT LINE ROAD.

One and a-half miles of repairs, from Shaw's Mill southerly towards Eganville, the work dating from lot 11 Wilberforce.

### DOUGLAS AND SCOTCH BUSH ROAD.

Repairs in the township of Bromley, from lot 52 Bonnechere Range eastlerly, along the south side of Bonnechere River, two miles and a-quarter, well graded throughout.

### DOUGLAS AND RENFREW ROAD.

Two miles repaired from Douglas, southerly.

### DUMMER ROAD.

Repaired from lot 19 to lot 31 in the 9th concession of the township of Dummer, four and a-half miles.

### DUNGANNON ROAD.

Two years ago, as then reported, this road was chopped out as a winter road. Last year about \$200 was spent upon it, and this season a similar amount, which has finished the work, leaving it in good condition throughout its length of three miles.

### EGANVILLE AND FOY ROAD.

One mile of repairs in the township of Grattan, from the 21st concession southerly.

### FRONTENAC ROAD.

Work was commenced upon this road at "Soule's Corners," in the Township of Olden, and extended ten miles and a-half northward, to within about one mile of Gull Creek.

The road was very much out of repair and greatly in need of this expenditure, \$1,008.43.

### GOLDEN LAKE ROAD.

This is an easterly portion of the Pembroke and Barry Bay Road, and is from lot 20, between concessions 10 and 11 of the township of Alice westward. The distance improved this season is seven miles.

## GRANT SETTLEMENT ROAD.

This road is on the road allowance between lots 5 and 6 of the township of Ross, and was this year built from the west end of the 7th concession eastward, to the 10th concession, a length of three a-half miles of almost new road.

## GRATTAN (20th Con.) ROAD.

This also is new work from the town line, between Grattan and South Algona, through concessions 21 and 22 of Grattan—one and a-half miles.

## GRATTAN (14th Con.) ROAD.

A road from the Perrault Settlement Road, and beginning between the 14th and 15th concessions, and proof line between lots 20 and 21, from whence it is made one mile easterly, crossing lots 20 to 18, both inclusive.

## GRATTAN AND CLONTARF ROAD,

Is through lot 23, from concession 15 to concession 17. Two miles of excellent repairs in Grattan township.

## HAGARTY AND BRUDENEL T. LINE ROAD.

This road begins between concessions 14 and 15 of Brudenel, and extends northward between lots 3 and 4 to the north boundary of the township, and thence easterly to the east boundary of the same. It is then made north-easterly through lot 1, concession 1, of South Algona, to the point of division between lots 1 and 2, and from thence northward between lots 1 and 2 to the third concession—two and three-quarter miles.

## HASTINGS ROAD.

These are repairs from Rathbun Station, on the Central Ontario Railway, northward over ten miles.

The traffic over this section of the road is very heavy, and it was found that the settlers were unable to put it in proper repair.

## HINCHINBROOKE ROAD.

Work commenced on the boundary between Camden and Portland at the eighth concession of Camden, and repairs made from thence north along the said boundary half a mile; thence across the north-west corner of Portland through lots 25 and 26, in the fourteenth concession, to the boundary between Portland and Hinchinbrooke at the tenth concession, and from thence north on the last named concession to lot 6—four miles of repairs.

## HYDE'S CHUTE AND SANSON ROAD.

Repaired sixteen miles from the Madawaska River to Sanson's, on the Opeongo Road, and the work well reported of.

## INGOLDSBY STATION ROAD.

A road from Ingoldsby Station, on the Victoria Railway, northward on the line between lots 26 and 27, through the fourteenth concession of Snowdon, and first two concessions of Minden.

This distance is two miles, which was well repaired throughout.

### JONES' FALLS AND BATTERSEA ROAD.

Two and a-half miles very thoroughly repaired, from the boundary line between South Crosby and Storrington, southerly, towards Battersea, with some slight repairs near Jones' Falls, in South Crosby, County of Leeds.

### LAVANT ROAD.

Repairs upon this road were commenced on the town-line between Darling and Lanark, at the second and third concession line, and continued to that between concessions 8 and 9 of Darling—four miles.

Repairs were also made over eight miles of the older portions of the road from about two miles west of the boundary between Darling and Lanark, westerly—twelve miles of repairs altogether.

### LONSDALE AND BRIDGEWATER ROAD.

The work upon this road was begun in the township of Tyendenaga, between the sixth and seventh concessions, and produced northward between lots 30 and 31, to the eighth and ninth concession line, from which point it was continued eastward on the line between lots 30 and 31 to the point of division between lots 33 and 34. From this it was made north-easterly, diagonally through lot 34 to the ninth and tenth concession line; thence again eastward on the last named concession line to the line between lots 35 and 36, and from thence northward between the last named lots to the boundary between Tyendenaga and Hungerford, a distance altogether of five and a-quarter miles.

One mile of the north portion of the road is new work, and the balance repairs and improvements of the portions previously built.

The County of Hastings contributed \$300 towards this road, which will appear as a refund into the Treasury.

### MADAWASKA BRIDGE.

An expenditure of about \$85, made in securing iron and material from a bridge destroyed by fire last year.

### McCLINTOCK ROAD.

A new road in the township of McClintock, begun on the line between lots 4 and 5 in the fourteenth concession of the township of Sherbourne, and produced north-easterly to the line between lots 10 and 11 in the third concession of McClintock, a distance of four miles made anew.

The inspector says there are a number of settlers in McClintock who will be greatly benefited by this road, and a continuation of it is very desirable.

### McCOOL'S ROAD.

Last year eight miles of this road were opened as a cheap winter passage, and this season eight and a-half miles additional have been opened in a similar manner, commencing at lot number 7, between concessions 4 and 5 of Calvin, and from thence westerly on the concession line to that between lots 20 and 21; thence south on the line between lots 20 and 21 to concessions 3 and 4; thence on this concession line to lots 30 and 31; thence again north between lots 30 and 31 to the fourth and fifth concession line; thence north-westerly, meeting the sixth and seventh concessions at the point or stake between lots 33 and 34; then following the concession line last named to the boundary between Calvin and Bonfield.

### McKENZIE LAKE BRIDGE.

Is built over McKenzie Lake Creek, twelve miles north of Maynooth. It is 180 feet long, well and solidly constructed, and the approaches made of compact stone work.

### MATTAWA AND TEMISCAMINGUE ROAD.

A production two miles farther along the Ontario side of the Ottawa River.

A substantial bridge 75 feet long, and main span of 35 feet, was built over a stream which crosses the road.

### MINER'S BAY ROAD.

The whole length—nine miles—of this road was repaired from the Bobcaygeon Road to Miner's Bay on the Cameron Road, and now reported in a good state of repair.

### MISSISSIPPI ROAD.

Repaired from the Frontenac Road for seventeen miles, and from the Carlow Road westerly to the township of Mayo three miles, making twenty miles of repairs.

### MONCK ROAD.

These are repairs from the west end of the Monck Road easterly over some four miles, consisting chiefly in graveling and grading, as this section of the road was low, and required elevating.

### MONMOUTH ROAD.

In 1881 the construction of this road was first begun, and was continued for the two following years, till nine miles were made. These nine miles were repaired this season, and in addition it was built from lot 20, concession 14, of Monmouth, easterly to lot 30, crossing the outlet of Otter Lake on lot 25, which was bridged with a structure 230 feet long, and average height above water of about seven feet. The length of this second portion is three miles, of which two were entirely new, the third mile having previously been chopped by the settlers.

A third section was also made, three miles long, from the Burleigh Road on the town-line between Monmouth and Cardiff easterly, on or near the line between concessions 21 and 22, to lot number 10. On this portion a high crossway was built over the outlet of Burnt River 175 feet long, constructed mostly of cedar. The expenditure, therefore, of \$1,100, has constructed three miles of road and repaired twelve.

### MONTAGLE AND BARTLETT ROADS.

The Montagle Road has been repaired and otherwise improved over seven miles of its length, that is, from about a mile and a-half east of the Hastings Road northerly. Of this distance three miles had been cut out by the settlers and four by the Department as a winter road, and the expenditure this season has completed the work.

There is yet one mile to be made to connect with the Peterson Road.

The Bartlett Road, which is a branch from the first named road, was repaired for three miles.

### MUD LAKE ROAD,

Commences on the town-line, between Grattan and South Algona, at the intersection with the fourth and fifth concession. It is repaired from this point southerly, on the town-line, to the road between concessions 22 and 23, and then on the last named road across lots 36 to 33 inclusive—about two miles of repairs.

### NORTH BAY AND TEMISCAMINGUE ROAD.

This season the road was constructed from about the centre of concession A of Widfield northward on the line between lots 16 and 17, through concessions A and I; thence east between concessions 1 and 2 to lot 14; and thence again north between 14 and 15 through concessions 2, 3 and 4—six miles, of which length the first four miles are completed in all respects, and the last two chopped out 60 feet wide, and made as a winter road.



There are settlers now living at, and near the north boundary of the township who are yet without a road, so that its extension northward is desirable.

With regard to the quality of the land, the overseer says that though not first-class, its favourable situation, and the railway facilities make it a desirable locality for settlement.

#### OPEONGO ROAD.

Through the township of Sherwood, this road was originally built over what are known as the "Prussian Hills," but which were so rugged and steep as to make the road at that part almost impracticable for general teaming.

A diversion of six and a-half miles has this season been made to avoid the hills, with, I believe, very satisfactory results.

It begins at Free Grant lot 214, and is upon the north side of the road, and constructed westerly.

Six miles of the old road were repaired between Foy's and Plant's hotels.

#### OPEONGO AND ROCKINGHAM ROAD.

This is a road from the Opeongo Road to the village of Rockingham, beginning at a point about six miles west of the village of Brudenel.

About six miles of repairs were made.

#### PALMER RAPIDS BRIDGE AND ROAD.

Chiefly the completion of a bridge partly built a few years ago, and left unfinished for want of money. The length of bridge with approaches is 412 feet, and is over the York branch of the Madawaska River, on the line of the Palmer Rapids Road.

The road was also made to intersect the Carlow Road, in the county of Hastings, and is constructed on the seventh and eighth concession line of Carlow, and the original road was repaired between the Peterson Road and Madawaska River, six and a-half miles.

#### PAPINEAU (*Concession B*) ROAD.

A continuation of work begun last year, and is produced easterly along the west end of concession B, one mile. The work is understood to be very heavy, accounting for the short distance completed.

#### PAUDASH LAKE ROAD.

A road beginning at the Monck Road about two miles west of the village of Bancroft, and in the township of Faraday. It is made from thence in a south-westerly direction to lot 13 in the eleventh concession; thence west to lot 23 in the same concession, and again south-westerly to lot 33 in the eighth concession, a length of six and a-half miles. It had been cut out by the settlers but was not in a condition for general traffic as it now is.

#### PEMBROKE AND BARRY BAY ROAD.

Repaired from lot 20 between concessions 10 and 11 of Alice, eastward five miles.

#### PEMBROKE AND MATTAWA ROAD.

The building of a bridge over McKay's Creek, which was destroyed last year, was the principal work in this case, while some three and a-half miles of the road from the bridge easterly were more or less repaired.

The bridge built is 98 feet long, with opening of 38 feet and piers about 10 feet high.

A good deal of work appears to have been done for this outlay of \$598.

### PERRAULT SETTLEMENT AND OPEONGO ROAD.

This is in reality that portion of the old Perrault Settlement Road which is from the Opeongo Road north-easterly. It is one and a quarter miles of repairs.

### PERRAULT SETTLEMENT AND SANSON ROAD.

Commences on the road allowance between concessions 8 and 9, and is on the line between lots 20 and 21 of Grattan, to the Opeongo Road.

The work this season was through the seventh and eighth concessions, a mile and a quarter of construction.

### PERTH ROAD.

On the portion of this road which lies between Buck Lake and Bedford Mills, three different points were, by reason of the waters of Rideau Canal, annually flooded. These points have all been improved by raising the road bed above the water line, and the road was also generally repaired for nine miles, from a point about four miles north of "Stone's Corners" north-easterly, and the work reported as highly satisfactory.

### POINT ALEXANDER AND BASS LAKE ROAD.

A further production of the road from the end of last year's work along the line between lots 10 and 11 concession B, township of Rolph, westerly towards the Canadian Pacific Railway, one and a-half miles of new road.

### ROCHE FONDEAU ROAD,

Begins on the south boundary of Westmeath, on the road allowance between the eighth and ninth concessions, and was continued northward two miles. It also is new work.

### ROSS ROAD.

This road is between the fourth and fifth concessions, and from lot 16 to lot 21, in the township of Ross, and is two miles of repairs.

### ROSS AND BROMLEY TOWN LINE ROAD.

Three miles of a cheap winter road, built from lot 5 to lot 13 of Ross, on the town line between Ross and Bromley.

### ROSS AND BROMLEY BOUNDARY ROAD.

Another portion of the last-named road, from lot 26 concession 1, northward. Two miles of very permanent work.

### SCOTT ROAD AND BRIDGE.

The bridging of Paudash Creek was the chief work. It is about 100 feet long, with main opening of 50 feet, and is about 13 feet high above the water.

Some improvements were made on the road near its intersection with the Burleigh Road, in grading the hills and in other ways guarding against accidents.

### SHARBOT LAKE ROAD.

This road has been very thoroughly repaired over the two miles which were roughly opened last season and the previous one.

## SHAMROCK AND CALABOGIE ROAD.

This begins at Shamrock, on the Opeongo Road, and is from thence south on the line between the tenth and eleventh concessions, of the township of Admaston. The repairs extended two miles and a-half, and are said to have been very well made.

## SHAMROCK AND DOUGLAS ROAD.

This road was repaired over its whole length of ten miles, beginning at the intersection of the eighth and ninth concession line of Admaston, with the boundary line between Admaston and Bromley, and extending to the Opeongo Road.

## SILVER LAKE ROAD.

A new road opened on the fourth and fifth concession line of South Algona, through lots 22 to 25. It was three quarters of a-mile of low-lying land, requiring a large amount of cross-waying.

SNOWDON (*10th and 11th Side Line*) ROAD.

The position of this road is as follows :—Commencing at the Monck Road and south boundary of Snowdon; thence northerly between lots 10 and 11, to the line between concessions 1 and 2; thence easterly on the last-named line to the line between lots 11 and 12; thence north on the last-named line to the fourth concession; and thence north-westerly again to the line between lots 10 and 11, a distance altogether of three miles, of which the first half was repairs and improvements, and the remainder new work.

STANHOPE (*15 and 16th Side Line*) ROAD,

Begins at the Peterson road, and runs north between lots 15 and 16 of Stanhope to Beech Lake. It is two miles long and had been opened some years ago, but was so much grown up as to make these improvements necessary.

## STAFFORD ROAD.

This is between lots 3 and 4 of the township of Stafford, and through the fourth and fifth concessions a mile and a-quarter. The work was general repairs and completion of the road.

## STURGEON FALLS BRIDGE.

Built over Sturgeon River, immediately above the falls and now within the limits of the village after which the bridge is named. It is an iron bridge and spans the river with one span of 130 feet. It rests upon timber piers about 12 feet high, built upon a rock foundation, to which the piers are firmly rock-bolted and filled with stone.

The superstructure was furnished by the Hamilton Bridge & Tool Company, and erected by the company for the sum of \$3,280, the balance of the expenditure being for the cribs and approaches. The whole work is very satisfactory.

## TROUT LAKE AND FOLGER ROAD.

This is a new section on the road allowance between concessions 2 and 3 of South Canonto, between lots 30 and 35. Its length is one and a-quarter miles.

## VENNACHAR ROAD.

Improved from Vennachar five miles, and put in very good condition.

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#### WOLLASTON AND FARADAY TOWN LINE ROAD.

It was the intention to construct this road on the town line, but it was found to be impracticable, and the following line was adopted :—Commencing on the town line at lot 34, and from thence north-westerly across lots 24, 25 and 26, to the second and third concession line of Faraday ; thence on the last-named line to lot 32, three miles of new road.

#### WAUGH ROAD.

The Waugh Road is on the north side of Gull Lake, and mostly in the township of Lutterworth, extending from Minden village to Moore's Falls P. O., where it unites with the Cameron Road. Two miles of a very rough portion of it were repaired, from the boundary between Anson and Lutterworth to lot 11 in the fourteenth concession of the last-named township, and a bridge was built over Bob Lake Creek on lot 13, concession 14, 125 feet long, height 11 feet and main span 30 feet.

#### WILBERFORCE (*12th and 13th Concession*) ROAD.

This work is really on the line between lots 5 and 6 in the eleventh and twelfth concessions for nearly a mile, and the balance of the work on the last-named concession. About a mile and a-half of repairs.

#### WILBERFORCE (*20th Concession*) ROAD.

This road is on the concession road allowance between 20 and 21 from lot 34, westerly to the line between Wilberforce and South Algona ; thence north-westerly into the township of Algona, again to intersect the town line about one-third of a mile north of the nineteenth and twentieth concession, and thence again to the boundary line. It is about a mile and a-half of new work, and includes the erection of two small bridges, having spans of 20 and 30 feet respectively.

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## SUMMARY OF EXPENDITURE ON COLONIZATION ROADS, 1886.

	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
NORTH DIVISION.			
Ansonia ..... Bridge	32 40		32 40
Barr River ..... do	195 85		195 85
Basswood Lake ..... Road	875 65	124 59	1000 24
Blind River ..... Bridge	624 20	99 05	723 25
Cockburn Island ..... Road	515 97		515 97
Coffin, No. 1 ..... do	201 91		201 91
do No. 2 ..... do	994 42		994 42
Coyne's ..... do	891 18	125 34	1016 52
Day Mills and Bright ..... do	364 28		364 28
Galbraith, 3rd Con. .... do	499 35		499 35
Gosse's Creek ..... Bridge	206 25		206 25
Grand Portage ..... Road	895 25	125 34	1020 59
Indian Peninsula ..... Roads	1034 10		1034 10
Inspection ..... do	1425 27		1425 27
Kaministiquia (balance of 1885) .. Bridge	133 60		133 60
Kaministiquia ..... do	1292 18		1292 18
Manitoulin Island ..... Roads	4928 68	605 73	5534 41
Mississauga ..... Bridge	4074 81	6331 28	10406 09
do River ..... Ferry Scow	150 00		150 00
Oliver ..... Road	178 90		178 90
Parkinson ..... do	750 00	131 15	881 15
Point De Meuron ..... Bridge	5840 89		5840 89
Port Finlay ..... Road	876 44	124 30	1000 74
Port Lock ..... do	603 19		603 19
Rabbit Mountain and White Fish Lake .. do	3037 02	239 98	3277 00
Rainy River ..... do	4176 38	908 12	5084 50
Rat Portage and Keewatin ..... Bridges and Road	6668 21	112 18	6780 39
St. Joseph Island ..... Roads	1711 40	353 05	2064 45
Thessalon and Bright ..... Road	546 34	59 25	605 59
	43724 12	9339 36	53063 48
WEST DIVISION.			
Alsace ..... Road	844 94	155 54	1000 48
Baysville and Huntsville ..... do	595 70		595 70
Beaumaris ..... Bridge	200 00		200 00
Black River ..... do	631 72		631 72
Brandy Lake Creek ..... Work	352 89		352 89
Burk's Falls ..... Road	262 91		262 91
Burpee (extension) ..... do	683 85		683 85
Cardwell Junction ..... do	400 00		400 00
Chaffey (20 and 21 Side Line) ..... do	400 00		400 00
Christie ..... do	1344 32	205 85	1550 17
Conger ..... do	35 00		35 00
Cooper's Falls (D. and W. Road) ..... Bridge	176 71		176 71
Denville Swamp ..... Road	939 15	95 63	1034 78
Distress River ..... do	910 77		910 77
Draper and Gravenhurst ..... do	1652 51	132 51	1845 02
Eagle Lake ..... do	1394 99		1394 99
Ferguson ..... do	465 98		465 98
Fish Bay ..... do	99 32		99 32
Golden Valley ..... do	1296 12	206 24	1502 36
Himsworth ..... Bridge	319 48		319 48
Inspection ..... do	1799 31		1799 31
Joly ..... do	32 55		32 55
Junction, No. 1 ..... Bridge	62 19		62 19
Katrine ..... Road	846 23	157 06	1003 29
Kearney or Sand Lake ..... Bridge	567 07		567 07
Lake Joseph or Port Carling ..... Road	517 02		517 02
Leg Lake ..... do	1101 53		1101 53
Leg Lake ..... do	50 00		50 00
Macaulay ..... do	1292 34	206 80	1499 14
do (diversion) ..... do	703 00		703 00

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

		Cash.	Supplies from De- partment.	Total.
		\$ c.	\$ c.	\$ c.
WEST DIVISION— <i>Continued.</i>				
Macauley, 25 and 26 Side Line .....	Road	300 10		300 10
Maganetawan .....	do	858 72	266 35	1125 07
do .....	do	1000 97		1000 97
Maple Island .....	Bridge	595 40	61 79	657 19
Mills Road .....	Bridges	151 72		151 72
Monteith and Perry, No. 1 .....	Road	684 09	165 71	849 80
do No. 2 .....	do	92 00		92 00
Muskoka (balance of 1885) .....	do	11 10		11 10
Muskoka .....	do	1157 36	299 86	1457 22
do .....	do	146 74		146 74
Musquosh .....	Bridge	6 50		6 50
Nipissing .....	Road	16 00		16 00
Northern .....	do	858 44	149 23	1007 67
North-West .....	do	892 34	92 77	985 11
Oakley .....	Bridge	66 72		66 72
Oka .....	Road	695 60	132 62	828 22
Parry Sound, No. 1 .....	do	539 27		539 27
do No. 2 .....	do	165 47		165 47
Peninsula Lake .....	do	402 00		402 00
Portage .....	do	602 80		602 80
Port Sidney (balance of 1885) .....	Bridge	283 64		283 64
Peterson .....	Road	440 67		440 67
Restoul Lake .....	do	799 27	198 02	997 29
Rosseau and Nipissing .....	do	276 25		276 25
Rosseau Falls (balance of 1885) .....	do	9 68		9 68
Ryerson Centre .....	do	500 00		500 00
Ryde Centre .....	do	500 75		500 75
Seguin River .....	Bridge	1398 91		1398 91
Sinclair and Bobcaygeon .....	Road	500 95		500 95
South Armour .....	do	975 90		975 90
Stephenson, Town Line .....	do	517 99		517 99
do 12th and 13th Concession .....	do	241 92		241 92
Stisted, South Town Line (balance of 1885) .....	do	50 56		50 56
Stisted, South Town Line .....	do	298 11		298 11
Stisted, Swamp .....	do	499 62		499 62
Stisted, No. 2 (balance of 1885) .....	do	100 00		100 00
Westphalia .....	do	603 50		603 50
Whitestone Valley (balance of 1885) .....	do	107 20		107 20
Whitestone Valley .....	Bridge and Road	900 45	276 76	1177 21
Wood .....	Road	399 79	93 17	486 96
		38620 10	2955 91	41576 01
EAST DIVISION.				
Addington .....	Road	887 99	120 24	1008 23
Anstruther .....	Bridge and Road	406 51		406 51
Algona and Hagarty .....	Road	523 25		523 25
Alice .....	do	401 35		401 35
Alice and Fraser .....	do	511 64		511 64
Bagot and Renfrew .....	do	536 95		536 95
Barrie .....	do	347 63		347 63
Bedford .....	Bridges	150 00		150 00
Bell's Rapids and Carlow .....	Roads	442 15	119 44	541 59
Blairhampton .....	Road	153 25		153 25
Bobcaygeon .....	do	313 20		313 20
Bonnechere .....	do	221 95		221 95
Brudenel, 16th Concession .....	do	530 43		530 43
Buckhorn, No. 1 .....	do	396 03		396 03
do No. 2 .....	do	178 22	13 38	191 60
Burleigh .....	do	792 25		792 25
Burnt River .....	Bridge	253 90		253 90
Callender Station .....	Road	500 80		500 80
Chandos .....	do	75 24		75 24

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

		Cash.	Supplies from De- partment.	Total.
EAST DIVISION— <i>Continued.</i>		\$ c.	\$ c.	\$ c.
Clear Lake .....	Road	302 00		302 00
District Line .....	do	216 50		216 50
Douglas and Scotch Bush .....	do	504 25		504 25
Douglas and Renfrew .....	do	410 00		410 00
Dummer .....	do	238 55		238 55
Dungannon (balance of 1885) .....	do	26 56		26 56
Dungannon .....	do	167 96		167 96
Eganville and Foy .....	do	206 82		206 82
Eganville and Algona (balance of 1885) .....	do	22 95		22 95
Frontenac .....	do	877 69	130 74	1,008 43
Golden Lake .....	do	397 80		397 80
Grant Settlement .....	do	500 65		500 65
Grattan, 20th Concession Line .....	do	528 00		528 00
do 14th Concession Line .....	do	539 45		539 45
do and Clontarf .....	do	536 75		536 75
Hagarty and Brudenel Town Line .....	do	800 00		800 00
Hastings .....	do	528 58	88 12	616 70
Hinchinbrooke .....	do	300 00		300 00
Hyde's Chute and Sanson .....	do	861 85		861 85
Inspection .....		1,570 00		1,570 00
do .....		13 75		13 75
Indian River (balance of 1885) .....	Bridge	63 09		63 09
Ingoldsby Station .....	Road	147 00		147 00
Jones Falls and Battersea .....	do	704 32		704 32
Lavant (balance of 1885) .....	do	35 00		35 00
Lavant .....	do	555 70		555 70
Lonsdale and Bridgewater (balance of 1885) .....	do	98 40		98 40
Lonsdale and Bridgewater .....	do	323 50		323 50
Madawaska .....	Bridge	85 58		85 58
McClintock .....	Road	866 84	122 91	989 75
McCool's .....	do	600 00		600 00
McKenzie Lake .....	Bridge	442 28		442 28
Mattawa and Temiscamingue .....	Road	807 84		807 84
Miner's Bay .....	do	193 29		193 29
Mississippi, No. 1 .....	do	704 84	100 43	805 27
do No. 2 .....	do	300 00		300 00
Monck .....	do	829 15		829 15
Monmouth .....	do	1,160 02		1,160 02
Monteagle and Bartlett (balance of 1885) .....	Roads	25 22		25 22
Monteagle and Bartlett .....	do	566 56	149 75	716 31
Mud Lake .....	Road	253 05		253 05
North Bay and Temiscamingue .....	do	2,563 75	439 28	3,003 03
Opeongo, No. 1 .....	do	1,340 77		1,340 77
do No. 2 .....	do	301 95		301 95
Opeongo and Rockingham .....	do	200 00		200 00
Palmer Rapids .....	Bridge and Road	502 66		502 66
do North part .....	Road	411 80		411 80
Papineau, Concession B .....	do	500 04		500 04
Paudash Lake .....	do	437 86		437 86
Pembroke and Barry Bay .....	do	627 03		627 03
Pembroke and Mattawa .....	do	598 10		598 10
Perrault Settlement and Opeongo .....	do	328 29		328 29
Perrault Settlement and Sanson .....	do	253 18		253 18
Perth .....	do	999 67		999 67
Point Alexander and Bass Lake .....	do	518 20		518 20
Roche Fondeau .....	do	470 00		470 00
Ross .....	do	401 80		401 80
Ross and Bromley, Town Line .....	do	510 05		510 05
do Boundary .....	do	517 46		517 46
Scott .....	Bridge and Road	447 64		447 64
Sharbot Lake .....	Road	466 39	36 10	502 49
Shamrock and Calabogie .....	do	531 10		531 10
Shamrock and Douglas .....	do	871 35		871 35

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
EAST DIVISION— <i>Continued.</i>			
Silver Lake ..... Road	529 02	.....	529 02
Snowdon, 10 and 11 Side Line ..... do	334 71	51 80	386 51
Stanhope, 15 and 16 Side Line ..... do	185 94	.....	185 94
Stafford ..... do	208 38	.....	208 38
Sturgeon Falls ..... Bridge and Road	2,095 91	3,321 73	5,417 64
Trout Lake and Folger ..... Road	450 00	.....	450 00
Vennacher ..... do	424 58	.....	424 58
Wollaston and Faraday (balance of 1885)..... do	21 36	.....	21 36
Wollaston and Faraday, Town Line ..... do	414 31	87 72	502 03
Waugh ..... do	440 62	90 91	531 53
Wilberforce, 12th and 13th Concessions ..... do	403 99	.....	403 99
Wilberforce, 20th Concession ..... do	519 42	.....	519 42
Wilberforce, 25th and 26th Side Line (balance of 1885).... do	20 00	.....	20 00
	46,701 76	4,872 55	50,574 31

## RECAPITULATION.

Expenditure in North Division.....	\$53,063 48
do West Division .....	41,576 01
do East Division .....	50,574 31
Total Provincial Expenditure .....	\$145,213 80

HENRY SMITH,  
Supt. Col. Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1886.



REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1887.

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Printed by Order of the Legislative Assembly.

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Toronto :

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1888.



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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR 1887.

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*To His Honour the Honourable SIR ALEXANDER CAMPBELL, K.C.M.G.,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR :

I have the honour to submit the Annual Report of the Department of Crown Lands for the year 1887.

CLERGY LANDS.

The sales of these lands during the year aggregated 1,585 acres. These sales represent \$1,682.60. The collections on account of these and the sales of former years amounts to \$7,433.70. (*See Appendix No. 3, page 4.*)

CROWN LANDS.

The area of Crown Lands sold during the year was 67,314 acres at a total value of \$76,837.26. The collections on account amounted to \$74,493.69. (*See Appendix No. 3, page 4.*)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 292 acres amounting in value to \$619.75. The collections on account of Common School Lands was \$17,489.93. (*See Appendix No. 3, page 4.*)

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## GRAMMAR SCHOOL LANDS.

The area of these sold during the year was 605 acres at a value of \$556.00. The collection for the year was \$3,184.06. (*See Appendix No. 3, page 4.*)

## COLLECTIONS AND REVENUE.

The total collections from all sources for the year amounts to \$1,118,892.82. (*See Appendix No. 4, page 5.*)

## DISBURSEMENTS.

The gross disbursements on account of all services, etc., of the Department amounts to \$241,733.50. (*See Appendix No. 6, page 7.*)

## WOODS AND FORESTS.

The total collection for the year is \$990,855.43, which includes \$399,958.36 paid in on account of the sale held in December; the latter amount being deducted leaves \$590,897.07 as the Revenue from timber dues, ground rent, etc., during the year. (*See Appendices Nos. 7 and 9, pages 10 and 12.*)

The collection on account of timber dues, etc., has fallen somewhat short of the amount estimated from Woods and Forests, the shortage, no doubt, being mainly attributable to the fact that a large number of sawlogs were, what is technically known as "stuck" in the streams, owing to the lowness of the water consequent upon the unprecedentedly dry weather of last summer; in addition to this a considerable quantity was left in the woods, the depth of snow in mid-winter and towards spring having rendered hauling very difficult and expensive. In consequence of these circumstances some mills were obliged to shut down early in the season, either from want of material to cut or water to run them, and the result of this state of matters was a diminished output, and the locking up of considerable capital in the unmanufactured logs.

The lumber trade of the year has been on the whole satisfactory, there was no period of inaction, sales were brisk and prices fairly remunerative, although, at the close of the year owing to a slight stringency, returns were not promptly obtainable. As regards waney and square pine, the early part of the season proved very dull and prices unsatisfactory, but towards the autumn prices stiffened and a healthier feeling prevailed. It is specially noteworthy in this connection that there is a smaller stock of these timbers wintering over in Quebec than has been the case for some years; so that a further stiffening of the market may be looked for.

Certain territory on the Muskoka and Petewawa waters having become dangerously exposed to fire through considerable settlement having taken place upon and contiguous to it, a sale was held of the more exposed portions aggregating an area of 459 square miles. The sale was well attended, representative lumber men from all parts of the Province and the United States being present. The prices obtained were highly satisfactory, being far in advance of those obtained at any previous sale. The 459

miles realized the sum of \$1,313,755.50, which gives an average of \$2,859.00 to the mile.

A considerable period having elapsed since the tariff of dues upon timber, etc., was framed, and standing timber having increased in value of late years, it was thought that such an increase in the dues ought to be made as would give the Province a share in the increment of value which had taken place; and it was accordingly decided to advance the rate of dues upon sawlogs from 75 cents per thousand to \$1., or 33½ per cent., and upon square and waney timber from 1¼ cents per cubic foot to 2 cents, the ground rent being at the same time increased from \$2 per mile to \$3, all of which changes came into effect on the 1st of May last.

The forecast of the coming season is a slightly increased output of sawlogs and timber, with every prospect of good prices and an active demand.

### FIRE RANGING.

The system of Fire Ranging, inaugurated in 1885, continues to give satisfactory results. The number of Fire Rangers in the field last season was fifty-five, as compared with forty-five in 1886, and thirty-seven in 1885. The cost of the service this year is \$15,000, as compared with \$9,847.75 in 1886, and \$7,911 in 1885; these figures show an increased desire on the part of the licensees to avail themselves of the benefits of the service. The past season has been the most expensive so far, which is accounted for by its being a very dry one. Those engaged in the lumber trade report it as the driest and most dangerous season within recollection; Mr. William Mackey of Ottawa, an old and successful operator, reports that in his experience of forty-two years, he remembers nothing like it. As before reported, the Rangers are selected by the lumbermen, and, if approved, appointed by the Department, which pays them, collecting half the cost from the licensees at the end of the season. The staff selected in the way described has each year proved practical, prompt to act, and energetic in discharging its duties. The joint supervision by both the Department and the licensees ensures the utmost possible vigilance.

The Rangers have authority to call in assistance to prevent or subdue bush fires where necessary, paying for the same at fair wages. In 1885 and 1886 the expense incurred for assistance was not large, as fires were not numerous nor the seasons specially dry; this year is the first in which the fighting of fires has had to be systematically undertaken, and the organization has proved quite sufficient for the emergency. The Rangers have called on assistance wherever necessary, and gangs of men have battled with the "devouring element" day and night in various parts of the Province, and successfully stayed its progress in many instances; as many as 100 men, in addition to the regular Rangers, have been on duty at different periods; it is not, therefore, to be wondered at that the service has cost more than was estimated.

As the dry weather continued very late in the autumn, it was not possible to get all the accounts in, checked and paid, ere the close of the year, nor the refunds collected; \$10,770.03 only of the cost appears in this year's Public Accounts, leaving \$5,000 to be paid next year; to meet which, it is proposed to ask an increase of the estimate for this



service from \$10,000 to \$15,000. The net cost of the service to the Department will, however, be \$7,500, the licensees refunding half as before stated.

In addition to protection of licensed lands it was arranged, last season and this to have the Rangers on limits adjacent to unlicensed Crown Lands, have a supervision over them, especially in the territory lately sold; the reports of the Rangers demonstrated the great danger to which the timber of the Crown was exposed, several fires having been prevented from spreading, which without such efforts might and probably would have destroyed millions of dollars worth of timber.

The settlers, I am glad to say, have as a rule shown themselves willing to assist in preserving the forest lands from fire, exercising more care than in the past, and assisting to suppress fires when called out by the Rangers.

At the close of each season it has been customary to enquire of the Licensees how many Rangers they had employed; how many fires had occurred; the quantity of timber damaged, or destroyed, and the amount of the loss actually sustained. Also the causes of the fires and what could be done to make the service more effective. I regret to say that the replies in 1885 and 1886 were not as full as could have been desired, but this year the questions were answered fully by nearly forty of the largest limit holders in the Province, from these it would appear the service is doing more than was expected. They report fifty-five Rangers employed; 110 distinct fires by which 200 millions of feet board measure of pine was badly injured, and place the actual loss at figures totalling \$70,000.

There is no doubt that the presence of the Rangers, and the prompt and active measures taken by them, materially prevented, and substantially reduced the losses—not only so, but the Licensees were supplied with reliable information as to the quantity of timber damaged, its situation, and the force necessary to handle it this season before the grubs had time to seriously damage it, by which an enormous sum was saved to the Province and the Licensees.

The replies received all approve the service, and ask its continuance and extension; even those who have not taken advantage of it admit its value and good effect. The suggestions as to making the service more effective are, while not numerous, eminently practical. Those who have Rangers on their limits urge, with much fairness and force, that it should be made incumbent upon the tenure of a license to have the territory covered by it guarded by a Fire Ranger, as it frequently happens, they say, that bush fires break out on limits where there is no Ranger, and the Rangers on adjoining territory have to go there and battle with the fire to prevent it becoming uncontrollable, and spreading over on the limits of their employers. It is also suggested that settlements on pine lands should not be permitted, which, it may be stated, is not now allowed by the Department. Some other trifling suggestions are made, all in the direction of closer supervision, but none are of such a character as to require legislation, the present Fire Act giving ample authority to meet all the suggestions made.

The principal causes of fires are stated to be—want of care on the part of settlers clearing land, in setting fire to their choppings without respect to the surroundings, or



state of the weather, frequently doing so at an extremely dry time, and in a high wind—river drivers making fires for cooking, smudges, etc., and leaving them uncared for instead of extinguishing them—careless hunters, fishermen, tourists and explorers making fires in most dangerously inflammable localities, and going away, leaving them to be fanned into, perhaps, vast conflagrations, should a breeze spring up; and their throwing down, in dry brush or leaves, matches used in lighting a pipe, and in one instance, a considerable fire is stated to have arisen from a smouldering gun wadding. In one or two cases, sparks from locomotives are cited as a source of danger.

In conclusion, I desire to point out what a dangerous state of affairs is shewn to exist, and the consequent necessity for taking every step possible to reduce it to a minimum. When it is remembered that the careless throwing down of a match might cause millions of dollars worth of the timber wealth of the Province to vanish in smoke, the necessity is emphasized for disposing of Timber Berths as soon as danger is threatened by the advance of settlement, as by such sale the bonus is at any rate obtained, and a closer supervision had over them than the Crown could give.

The fires were confined to the eastern or settled portion of the Province, no fire of serious extent having been reported in Algoma, Thunder Bay or Rainy River Districts.

It is proposed to continue the service during the coming summer upon the same principles as heretofore, and to use every effort to make it successful.

### FISHERIES.

The control and management of Fisheries in inland waters, having by "The Ontario Fisheries Act of 1885," been placed in charge of the Crown Lands Department, certain regulations were passed under the Act, copies of which were sent to every Crown Lands Agent, Forest and Fire Ranger, accompanied by requests that they would see the regulations were not contravened in their localities.

The reports from the Crown Lands Agents, etc., were too numerous to publish, but they go to show that the law was fairly observed in the waters under control of the Province.

The Revenue from permits, etc., amounted to \$395.00.

The regulations, etc., and further particulars in connection with this service will be found in Appendices Nos. 11 to 15, at pages 18 to 23.

### FREE GRANTS.

There are now 133 townships open for settlement under the "Free Grant and Homesteads Act," four new townships, viz., Conmee, Gillies, Lybster and O'Connor, all in the Thunder Bay District, having been added since my last report.

During the year just closed 902 locations were made for 122,772 acres of land, and 109 locatees purchased 5,694 acres. 549 patents were issued to locatees. (*See Appendix No. 10, page 14.*)

## CROWN SURVEYS.

The following surveys have been carried out during the year :—The townships of Anglin, Edgar, and White, in the District of Nipissing, have been subdivided into farm lots of 100 acres each ; the townships of Brethour, Buck, Casey, Dymond, Garson, Harris, Harley and Hilliard, also in the Nipissing District, have been subdivided into farm lots of 320 acres each ; the townships of Foster, Hyman and Lumsden in the District of Algoma, have been subdivided into lots of 320 acres each.

The outlines of eight townships at the head of Lake Tamiscamingue on the Upper Ottawa, have been run. The running of these outlines has established the existence of an area of 1,000 square miles of good agricultural land, free from stone and with a clay soil, which lies between the boundary line between Ontario and Quebec and the Montreal River ; this land will be easy of access, as the River Blanche, a large river navigable for many miles from its mouth, flows through it.

A survey of the waters lying between Arrow Lake, in the District of Thunder Bay, and Hunter's Island, in the District of Rainy River, is in progress, and a base line to extend from the township of Strange in the District of Thunder Bay to Hunter's Island is also in progress ; these two surveys have been undertaken in view of the discovery of large mineral tracts in that region. There have been a few surveys of minor importance and the outlines of several timber berths in the Nipissing District have been run out. The returns of the above surveys have, so far as received, been examined and in most cases closed. The particulars of these surveys will be found in *Appendix No. 18, page 26*.

The Surveyor's Reports in relation to the surveys will be found in *Appendices Nos. 24 to 38, pages 35 to 52, inclusive*.

## MUNICIPAL SURVEYS.

The Department has during the year issued instructions for three municipal surveys, which consisted of the surveys of certain lines, and the planting of durable monuments at the angles of certain lots in the townships of Artemesia, Maidstone and East Wawanosh. The particulars relating to these surveys will be found in *Appendix No. 17, page 25*.

## MINERAL SURVEYS.

The General Mining Act requires that applicants to purchase mining lands in unsurveyed territory shall file surveyor's plans, field notes and descriptions of their locations in the Department before any sale is carried out. Under this statutory regulation a number of applicants in the Districts of Rainy River, Nipissing, Algoma and Thunder Bay have filed plans, etc., etc., and an area of 11,521 acres has been sold and patented to them. Particulars as to these surveys and sales will be found in *Appendices Nos. 20 and 21, pages 28 to 30*.

The Bureau of Statistics publishes in its Annual Report all the facts of interest in connection with mining operations in the Province, it having better facilities for collecting information on such matters than this Department. It will not be out of place, how-

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ever, to state that important discoveries of gold have been made in the township of Denison, in the District of Algoma; but until further developments have been made it is not possible to state the extent or value of the locality as a gold producing one. Large discoveries of iron ore have also been made at Gun Flint Lake, and north of it, in the District of Thunder Bay; the ore is said to be very pure, the deposit being in the justly celebrated Vermillion Range, which here crosses into Canada from Minnesota.

#### COLONIZATION ROADS.

The work done during the year consisted of the construction of 200 miles of new roads and the repairing of 394 miles of old roads; twenty new bridges were erected in various parts of the Province and twenty-five bridges were repaired; the total expenditure on the service was \$122,974.28. Owing to heavy floods in some localities and the prevalence of bush fires certain roads and bridges were so damaged as to be impassable, and the Department was obliged from these causes to make an expenditure beyond the appropriation voted of \$5,424. The various inspectors report the work done throughout the Province to have been of a satisfactory character. *Appendix No. 39, pages 53 to 78.*

Respectfully submitted.

T. B. PARDEE,

Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

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# APPENDIX No. 1.

## RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1887.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Free Grants and Sales	Hon. T. B. Pardee.	Commissioner	1873, December 4	\$ 4,000 00	Died 8th January, 1887.
	Thos. H. Johnson	Assistant Commissioner	1869, August 21	2,800 00	
	Aubrey White	Assistant Commissioner	1882, January 1	2,600 00	
	George Kennedy	Law Clerk	1872, February 1	2,000 00	
	J. I. McIntosh	Shorthand Writer and Clerk	1886, August 1	1,200 00	
Surveys, Patents and Roads.	A. Kirkwood	Chief Clerk	1854, March 21	1,900 00	Resigned 30th June, 1887.
	J. M. Grant	Clerk	1860, May 12	1,300 00	
	J. J. Murphy	Clerk in Charge of Free Grants	1872, May 1	1,250 00	
	Julian Sale	Clerk	1871, August 5	850 00	
	E. F. Stow	Clerk	1878, March 1	700 00	
Woods and Forests	G. B. Kirkpatrick	Chief Clerk	1866, January 30	1,900 00	
	W. Revell	Clerk	1871, October 2	1,150 00	
	W. F. Lewis	Clerk	1872, February 5	850 00	
	E. Fox	Chief Clerk Patents	1857, September 28	1,400 00	
	A. J. Taylor	Chief Clerk Patents	1872, October 1	1,200 00	
	P. Alma	Clerk	1871, August 1	1,000 00	
	H. Smith	Superintendent of Colonization Roads	1881, January 1	1,800 00	
	C. Cashman	Clerk	1872, September 1	1,150 00	
	G. B. Cowper	Chief Clerk	1857, October 14	2,000 00	
	Th. E. Johnson	Clerk	1874, January 1	1,800 00	
	J. A. G. Crozier	Clerk	1887, December 1	1,500 00	
	J. Durkin	Clerk	1884, August 22	1,100 00	
	H. R. Hardy	Clerk	1883, November 1	900 00	

APPENDIX No. 1.—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1887.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts	D. G. Ross	Accountant	1861, April 15	\$ 1,700 00	
	R. H. Browne	Chief Clerk, Agents' Returns	1862, May 14	1,300 00	
	C. P. Higgins	Clerk	1873, July 1	850 00	
	E. Leigh	Clerk	1873, December 20	850 00	
	J. Morphy	Registrar	1851, June 1	1,600 00	
	J. Bradshaw	Office Keeper	1852, March 27	500 00	
	A. Macdonald	Messenger	1862, May 19	550 00	
	R. Burroughes	Fireman	1868, June 1	550 00	
	D. Kinnan	Night Watchman	1873, September	500 00	

D. GEORGE ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

## APPENDIX No. 2.

## List of Crown Land Agents for the Disposal of Free Grants, 1887.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	REMARKS.
Anderson, D.	Part of Peterborough.	1870, November 21.	\$ c.	
Best, S. G.	" Parry Sound District.	1875, March 23.	500 00	
Brown, C. P.	" Algoma District.	1872, June 25.	500 00	
Cockburn, J. D.	" Nipissing District.	1884, May 21.	500 00	Agent for sale of lands.
Day, J. F.	" Algoma District.	1875, July 19.	500 00	
Danson, G. W.	" Frontenac and Addington.	1882, February 17.	500 00	
Duncan, A. G.	" Frontenac Island.	1883, December 23.	200 00	
Fielding, W.	Part of Victoria.	1882, February 23.	500 00	
Flood, Th.	" Algoma.	1886, May 21.	500 00	
Gilligan, B. J.	" Nipissing District.	1884, March 26.	500 00	
Handy, E.	" Parry Sound District.	1879, January 3.	500 00	
Kennedy, J. D.	" Renfrew.	1885, October 30.	500 00	
Mackay, T.	" Parry Sound District.	1884, December 5.	500 00	
Macpherson, R.	" Frontenac.	1871, July 18.	250 00	Agent for sale of lands.
Margach, W.	" Thunder Bay District.	1886, August 31.	500 00	do do do
Nichols, W. L.	" Algoma District.	1885, August 27.	500 00	
Reeves, J.	" Nipissing District.	1872, February 12.	500 00	
Scarlett, J. S.	" Parry Sound District.	1886, June 17.	500 00	
Stewart, C. R.	" Hastings and Peterborough.	1882, May 1.	500 00	
Tait, J. R.	" Hastings.	1869, May 28.	500 00	
Taylor, T. C.	" District of Muskoka.	1881, December 15.	500 00	
Whelan, J.	" Renfrew.	1884, September 19.	500 00	

AUBREY WHITE,  
Assistant Commissioner.

D. GEO. ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

## APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales and Amount of Collections for  
the Year 1887.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Clergy Lands.....	1,585	1,682 60	7,433 70
Crown Lands.....	67,314½	76,837 26	74,493 69
Common School Lands.....	292½	619 75	17,489 93
Grammar School Lands.....	605	556 00	3,184 06
Total.....	69,797	\$79,695 61	\$102,601 38

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.



## APPENDIX No. 4.

STATEMENT of the Collections of the Crown Lands Department for the year 1887.

SERVICE.	\$ cts.	\$ cts.
<i>Land Collections.</i>		
Crown Lands .....	74,493 69	
Clergy Lands.....	7,433 70	
Common School Lands.....	17,489 93	
Grammar School Lands.....	3,184 06	
Rent .....	111 00	
In Suspense.....	18,267 53	
		120,979 91
<i>Woods and Forests.</i>		
Timber Dues .....	508,601 88	
Ground Rent .....	58,213 75	
Bonus.....	424,039 80	
		990,855 43
Casual Fees .....		481 00
Surveyors' Fees .....		257 90
Fisheries .....		395 00
<i>Expenditure Refunds.</i>		
Surveys .....	2,585 02	
Forest Fire Prevention.....	801 00	
Destitute Settlers .....	550 84	
Settlers' Homestead .....	109 18	
Inspection.....	143 26	
Colonization Roads .....	1,734 28	
		5,923 58
		\$1,118,892 82

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

## APPENDIX No. 5

STATEMENT of the Receipts of the Department of Crown Lands, which are considered as Special Funds.

SERVICE.	\$ cts.	\$ cts.
<i>Clergy Lands.</i>		
Principal.....	4,237 36	
Interest.....	3,196 34	
		7,433 70
<i>Common School Lands.</i>		
Principal.....	8,150 75	
Interest.....	9,339 18	
		17,489 93
<i>Grammar School Lands.</i>		
Principal.....	2,491 48	
Interest.....	692 58	
		3,184 06
		\$28,107 69

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

## APPENDIX No. 6.

## STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1887.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries.—Land.</i>			
Anderson, D . . . . .	500 00		
Best, S. G. . . . .	500 00		
Brown, C. P. . . . .	500 00		
Cockburn, J. D. . . . .	500 00		
Dawson, G. W. . . . .	500 00		
Day, J. F. . . . .	500 00		
Duncan, A. G. . . . .	200 00		
Frood, T. . . . .	500 00		
Fielding, W. . . . .	500 00		
Gilligan, B. J. . . . .	500 00		
Handy, E. . . . .	500 00		
Kennedy, J. D. . . . .	500 00		
Mackey, T. . . . .	500 00		
Macpherson, R. . . . .	500 00		
Margach, W. . . . .	250 00		
Nichols, W. L. . . . .	500 00		
Reeves, J. . . . .	500 00		
Scarlett, J. S. . . . .	500 00		
Stewart, C. R. . . . .	500 00		
Tait, J. R. . . . .	500 00		
Taylor, T. C. . . . .	500 00		
Whelan, J. . . . .	500 00		
		10,450 00	
<i>Salaries.—Timber.</i>			
Campbell, P. C. . . . .	1,600 00		
Johnson, T. E. . . . .	133 33		
Macdonald, W. J. . . . .	250 00		
Macdonald, D. F. . . . .	1,466 67		
Margach, W. . . . .	1,000 00		
McWilliams, J. B. . . . .	2,000 00		
Tassé, D. . . . .	100 00		
Way, J. F. . . . .	1,440 00		
		7,990 00	
<i>Agents' Disbursements.</i>			
Anderson, D. . . . .	19 82		
Best, S. G. . . . .	24 28		
Brown, C. P. . . . .	4 75		
Cockburn, J. D. . . . .	37 98		
Day, J. F. . . . .	7 70		
Duncan, A. G. . . . .	8 60		
Fielding, W. . . . .	5 00		
Frood, T. . . . .	9 93		
Handy, E. . . . .	30 63		
Gilligan, B. J. . . . .	6 25		
Johnson, T. E. . . . .	31 50		
Kennedy, J. D. . . . .	9 57		
Mackey, T. . . . .	17 09		
Macpherson, R. . . . .	8 25		
Macdonald, D. F. . . . .	232 80		
Margach, W. . . . .	935 50		
McWilliams, J. B. . . . .	303 99		
Nichols, W. L. . . . .	15 66		
Poupore, J. . . . .	558 70		
Scarlett, J. S. . . . .	14 86		
Stewart, C. R. . . . .	16 39		
Taylor, T. C. . . . .	41 26		
Way, J. F. . . . .	133 80		
Whelan, J. . . . .	3 56		
		2,477 87	
<i>Miscellaneous.</i>			
Bruce, J., Inspection . . . . .	50 00		
Henderson, J., do . . . . .	45 00		
Johnson, T. E., travelling expenses . . . . .	264 95		

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1887.

SERVICE.	\$	c.	\$	c.	\$	c.
<i>Miscellaneous—Continued.</i>						
Kennedy, Geo., travelling expenses .....	13	00				
Shaw, J., Inspection .....	177	10				
Sime, P. M. do .....	53	10				
Stephens, H. H. do .....	25	00				
White, Aubrey, travelling expenses .....	122	00				
Willmott, J. H. do .....	26	25				
Williamson, W. D., Inspection .....	11	75				
			788	15		
					21,706	02
<i>Wood Ranging and Inspection of Timber Lands.</i>						
Alley, E. ....			246	00		
Bick, Geo. ....			974	08		
Brady, Jno. ....			1,015	00		
Brennan, P. ....			690	00		
Campbell, P. C. ....			228	36		
Cunningham, Jno. ....			593	10		
Dulmage, A. F. ....			1,350	00		
Halliday, F. ....			1,528	40		
Halliday, J. ....			770	00		
Hutton, J. ....			177	00		
Johnson, S. M. ....			1,442	68		
Kennedy, Jno. ....			1,549	09		
Kirkpatrick, W. R. ....			62	00		
Ludgate, T. ....			1,050	00		
Mackay, Jno. ....			50	00		
Moore, D. H. ....			1,069	55		
McCogherty, P. ....			1,055	17		
McDonald, D. F. ....			200	00		
McFarlane, D. ....			84	00		
McGown, T. ....			306	25		
McGown, W. ....			1,215	00		
Paget, G. ....			1,081	53		
Regan, Jno. ....			1,073	80		
Russell, W. ....			1,544	26		
Shaw, Jos. ....			1,453	48		
Smith, J. W. ....			1,042	75		
Turgeon, J. B. ....			615	00		
Wood, D. ....			164	00		
					22,630	50
<i>Forest Fire Prevention.</i>						
Blanchet, O. ....			182	00		
Borron, E. ....			308	00		
Bradley, P. ....			370	50		
Bremner, W. ....			260	05		
Brennan, J. ....			550	00		
Bromley, T. ....			320	00		
Brown, L. ....			203	00		
Campbell, D. ....			45	00		
Cochrane, J. ....			254	00		
Conway, J. ....			246	00		
Coghlin, J. ....			117	25		
Donally, R. S. ....			317	20		
Fraser, A. ....			545	00		
Gague, F. ....			337	14		
Garvey, P. ....			300	50		
Graham, J. ....			234	00		
Haley, C. ....			272	00		
Harris, Jno. ....			134	00		
Humphreys, J. G. ....			172	00		
Johnson, R. ....			158	00		
Johnson, E. ....			290	63		
Labrash, J. ....			198	00		
Mitchell, J. ....			257	00		



APPENDIX No. 6—*Continued.*STATEMENT of the Gross Disbursements of the Department of Crown Lands for the  
Year 1887.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Forest Fire Prevention—Continued.</i>			
McCallum, A. ....		264 00	
McDermott, P. ....		200 00	
McDonald, J. ....		390 50	
McLaren, F. ....		214 00	
McNabb, W. C. ....		418 50	
Parker, A. ....		260 00	
Playfair, E. ....		226 00	
Sage, N. ....		172 00	
Scantlin, J. ....		323 51	
Sedgewick, J. ....		554 25	
Vannier, N. ....		308 00	
Watson, W. ....		156 00	
Whyte, J. F. G. ....		454 00	
Wilson, A. ....		290 00	
Wyllie, W. A. ....		168 00	
Young, W. ....		300 00	
McGown, T., Special Timber Inspection .....			10,770 03
			360 00
Refunds. ....			12,092 88
Colonization Roads. ....			124,709 06
Surveys. ....			39,473 25
Board of Surveyors. ....			400 00
<i>Contingencies.</i>			
Printing and binding. ....		1,299 56	
Stationery. ....		1,911 12	
Postage and telegraphing. ....		1,061 03	
Extra Clerks. ....		1,520 00	
Office-keeper. ....		500 00	
Messenger. ....		550 00	
Night Watchman. ....		500 00	
Fireman. ....		550 00	
Extra Messenger and Fireman. ....		497 50	
Subscriptions and advertising. ....		993 70	
Sundries. ....		208 85	
			9,591 76
			241,733 50

AUBREY WHITE,

Assistant Commissioner.

D. GEORGE ROSS,

Accountant.

DEPARTMENT OF CROWN LANDS,  
Toronto, Dec. 31st, 1887.

## APPENDIX No. 7

## WOODS AND FORESTS.

STATEMENT of Revenue Collected during the Year ending 31st December, 1887.

	\$ c.	\$ c.
Amount of Ottawa collections, John Poupore .....	230,953 78	
“ “ H. J. Chaloner .....	27,784 95	258,738 73
Amount of Belleville collections, J. F. Way .....	93,608 00	
“ “ H. J. Chaloner .....	421 50	94,029 50
Amount of Western Timber District collections at Department .....	622,712 73	
“ “ “ H. J. Chaloner .....	15,374 47	638,087 20
Total .....		990,855 43

AUBREY WHITE,

Assistant Commissioner.

G. B. COWPER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1887.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1887.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per Annum upto 1st July, '73.		Salary per Annum from 1st July, '73.	REMARKS.
				\$	c.	\$	
Upper Ottawa.....	John Poupore .....	Ottawa City.....	.....	.....	.....	.....	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNutt, Assistant .....	" .....	1858, April 13 .....	1,400 00	.....	1,800 00	
	J. Ritchie, Clerk .....	" .....	1864, June 23 .....	1,000 00	.....	1,400 00	
	A. J. Russell, jr., Draughtsman .....	" .....	1867, April 1 .....	700 00	.....	1,200 00	
	E. T. Smith, Clerk .....	" .....	1864, June 23 .....	650 00	.....	1,000 00	
	J. Jackson, Messenger .....	" .....	1871, August 1 .....	300 00	.....	300 00	
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter.....	" .....	1882, August 18 .....	.....	.....	*	
Belleville Agency.....	James Steen, Timber Counter.....	" .....	1861, May 27 .....	\$2 per diem.	.....	\$2 per diem.	Additional to his salary from the Department of Public Works, Ottawa. During season of Navigation. " " " " The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
	John Redmond, Assistant, and Boatman .....	" .....	1872, March 1 .....	" .....	.....	" .....	
	Joseph F. Way, Agent.....	Belleville.....	1854, May 6 .....	1,440 00	.....	1,440 00	
	H. J. Chaloner, Acting Agent.....	Quebec.....	.....	.....	.....	.....	
	Henry John Miller, Assistant .....	" .....	1883, September 13 .....	.....	.....	1,200 00	
	William Miller, Clerk .....	" .....	1872, November 7 .....	1,000 00	.....	1,000 00	
Collector at Quebec.....	.....	.....	.....	.....	.....	.....	.....

\*The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to 31st December, 1883, \$150 per annum in addition to the amount paid by Public Works. Allowance by the Provincial Governments increased to \$250 each, per annum, from 1st January, 1884.

G. B. COWPER, Chief Clerk in Charge,

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1887.

AUBREY WHITE,

Assistant Commissioner.

# APPENDIX

## WOODS AND

### STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

#### QUANTITIES AND DESCRIP-

AGENCIES.	Area covered by Timber Licenses.	SAW LOGS. (A Standard is 200 feet B. M.)				Oar Logs.
		. White Pine.		Other.		
	Square miles.	Pieces.	Standards.	Pieces.	Standards.	Pieces.
Ottawa Timber District...	6,698	2,072,349	1,340,765	10,607	4,181	183
Belleville Timber District..	1,324	804,675	452,260	19,701	7,767	.....
Western Timber District..	7,828	1,773,234	1,045,991	537	217	.....
Total .....	15,850	4,650,258	2,839,016	30,845	12,165	183

#### GENERAL STATEMENT OF

AGENCIES.	Railway Ties.	Hemlock.		Cordwood.		Fence Rails.	Pile Timber.	Telegraph Poles.	Traverses.	Lineal feet Cedar.
	Pieces.	Pieces.	Feet.	Hard Cords.	Soft Cords.	No.	Feet B. M.	No.	Pieces	Feet.
Ottawa Timber District.	85,043	.....	.....	122	817	.....	.....	140	2942	183,701
Bellville Timber Timber.	43,581	837	34,280	158	62	.....	.....	365	.....	202,539
Western Timber District.	647,518	.....	.....	2,388	44,713	1,690	6,765,244	2,439	214	.....
Total .....	776,142	837	34,280	2,668	45,592	1,690	6,765,244	2,944	3156	386,240

G. B. COWPER,  
Chief Clerk in Charge,

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1887.



No. 9.

## FORESTS.

Rent and Bonus during the year ending 31st of December, 1887.

## TION OF TIMBER.

SQUARE TIMBER.				Boom and Dimension Timber.		Elm, Ash, Spruce Maple, Birch and White Wood.		Oak.		Tamarac.		
White Pine.		Red Pine.										
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stand- ards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.	
15,322	793,301	10,657	423,796	79,712	70,328	{ E. M. A.	117 4 4	{ 1,970 79 157	8	137	199	4,061
2,079	91,388	.....	.....	15,660	16,978	{ E. B. A.	13 1 1	{ 485 30 31	.....	.....	113	3,758
20,448	1,128,498	853	37,407	51,916	68,778	A.	6	256	2	59	2	56
37,849	2,013,187	11,510	461,203	147,288	156,084	{ E. M. B'ch A.	130 4 1 11	{ 2,455 79 30 444	10	196	314	7,875

## TIMBER, Etc.—Continued.

Cedar Posts.	Cords Bolts.	Spruce Spars.	Binders	Lineal feet Hemlock and Spruce	AMOUNTS ACCRUED.				
Cords.	No.	No.	No.	Feet.	Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
...	361	26	140	.....	\$ c. 1,452 17	\$ c. 230,000 60	\$ c. 21,448 00	\$ c. .....	\$ c. 252,900 77
1,734	15	.....	.....	1,449	1,647 22	75,148 86	5,421 00	59 58	82,276 66
1,058	2728	.....	.....	.....	12,113 31	216,913 72	30,081 75 * 1,251 00 *	25,272 86 398,707 36	684,340 00
2,792	3104	26	140	1,449	15,212 70	522,063 18	58,201 75	424,039 80	1,019,517 43

\* Ground rent and bonus of sale of 15th December, 1887.

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 10.

RETURN of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of settlement duties, and of patents issued under the "Free Grants and Homesteads Act" during the year 1887.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots, the locations of which have been cancelled.	Number of patents issued.
Baxter .....	Muskoka.....	Theo. C. Taylor, Bracebridge.	2	259	.....	.....	.....	8
Brunel .....			3	346	.....	.....	1	5
Chaffey .....			5	600	.....	.....	6	5
Draper .....			10	1,044	.....	.....	9	2
Franklin .....			6	575	2	147	2	14
Macaulay .....			2	402	.....	.....	4	8
Medora .....			8	1,146	2	51	9	7
Monck .....			5	615	.....	.....	6	3
Morrison .....			5	635	.....	.....	2	1
Muskoka .....			3	437	.....	.....	2	1
McLean .....			5	770	1	111	4	2
Oakley .....			5	757	1	26	8	4
Ridout .....			4	362	.....	.....	6	4
Ryde .....			6	606	.....	.....	1	1
Sinclair .....			4	.....	.....	.....	6	10
Sherborne .....			5	.....	.....	.....	6	10
Stephenson .....			11	1,532	2	46	7	16
Stisted .....			.....	.....	.....	.....	.....	.....
Watt .....			6	766	1	31	8	5
Wood .....			5	554	.....	.....	3	15
.....			10	1,152	1	146	8	3
.....			6	675	3	117	5	9
Cardwell .....	Parry Sound .....	Mrs. T. Mackay, Parry Sound	4	500	.....	.....	7	6
Carling .....			11	1,801	.....	.....	6	4
Christie .....			3	338	2	108	4	4
Fergusson .....			2	301	.....	.....	4	3
Foley .....			2	964	.....	.....	1	1
Hagerman .....			5	302	.....	.....	9	2
Humphry .....			2	344	.....	.....	1	1
Monteth .....			3	508	2	132	6	5
.....			4	.....	.....	.....	4	6
McConkey .....			.....	561	.....	.....	.....	.....
McDougall .....			3	180	.....	.....	6	2
McKenzie .....			1	.....	.....	.....	1	3
McKellar .....			3	600	1	98	3	3
Shawanaga .....			6	809	.....	.....	.....	.....
Wilson .....			.....	.....	.....	.....	.....	.....

[illegible]

APPENDIX No. 10.—*Continued.*

Return of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots, the locations of which have been cancelled.	Number of patents issued.			
Abinger..... Denbigh..... Canonto, South..... do North..... Clarendon..... do do..... Miller..... Palmerston.....	Addington..... do..... Frontenac..... do..... do..... do..... do.....	G. W. Dawson, Plevna.....	5 12 1 14 8 13	700 1,518 200 1,548 982 1,810	..... 5 ..... 2 ..... 3	..... 12 280 ..... 110	4 4 2 12 5 5	1 2 5 ..... 8 2 8			
Alcona, North..... do South..... Brougham..... Grattan..... Hagarty..... Richards..... Wilberforce.....	..... Renfrew..... ..... ..... ..... ..... .....		Jas. Reeves, Eganville.....	6 4 9 1 1 2	636 ..... 339 999 92 200	1 ..... 2 1 ..... 2	52 134 11 ..... 102	5 3 4 ..... .....	1 5 3 3 6 2 2 7		
Brudenell..... Griffith..... Lyndoch..... Matawatchan..... Radcliffe..... Raglan..... Sebastopol..... Sherwood.....	..... Renfrew..... ..... ..... ..... ..... .....			John Whelan, Brudenell.....	11 6 9 2 7 7 4	1,128 810 1,036 384 1,000 864 551	..... ..... ..... ..... ..... 1 1	..... ..... ..... ..... 75 49	4 ..... 1 3 ..... 4 2	5 1 2 1 6 1 1 1	
Alice..... Buchanan..... Fraser..... Head..... Maria..... McKay..... Petewawa..... Rolph..... Wylie..... Pembroke & Mattawan Road.....	..... Renfrew..... ..... ..... ..... ..... ..... ..... .....				J. D. Kennedy, Pembroke.....	7 13 2 1 12 2 3	694 1,347 257 97 1,422 299 247	..... 3 ..... ..... ..... ..... .....	..... 245 ..... ..... ..... ..... .....	..... 8 ..... ..... ..... 10 ..... 1	3 3 ..... ..... 3 ..... 1





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 APPENDIX No. 11.
 

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## FISHERIES.

COPY OF AN ORDER IN COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR,  
THE 26TH DAY OF MAY, A.D. 1887.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise, that the accompanying regulations under "The Ontario Fisheries Act, 1885," be approved of and established by Your Honour.

Certified,

J. LONSDALE CAPRÉOL,

*Asst. Clerk Executive Council,*

Ontario.

The Honourable  
THE COMMISSIONER OF CROWN LANDS.

---

The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act, 1885," namely :—

1. That leases granted for the purpose of conveying the fishing rights pertaining to public lands adjoining the rivers, streams and lakes of the Province, shall be for the depth of one chain inland from the water's edge.

2. Such leases shall be granted as far as practicable to responsible parties, able and willing to improve the lakes and rivers and guard them well. Applicants having in view the personal use and enjoyment of the fishing rights to be generally preferred to such as may offer higher rents with a view to farming or sub-letting the right to fish. Care to be taken that residents in the Province be allowed to enjoy a due proportion of the fishing rights.

3. That the valuation of the lands for rent shall be based on the character and condition of the rivers, streams and lakes which they adjoin, as made known to the Department of Crown Lands by reports of official Inspectors or private individuals, all such reports to be considered confidential, and not to be communicated to other parties without the express authorization of the Commissioner of Crown Lands. Offers made by applicants for leases not to be communicated to other applicants.

4. That leases of lands made and granted under the provisions of "The Ontario Fisheries Act," shall not be held to convey the right to work any mine that may be found on such lands, or to cut any timber thereon.

5. That licenses and permits to fish shall be granted upon the payment in advance of such fees as the Commissioner of Crown Lands may from time to time determine, and shall be valid until the close of the angling season of the year in which it is granted.

6. That excessive or wasteful fishing or killing of fish shall involve the cancellation of the lease, license or permit covering the waters in which it has taken place.

7. That it be obligatory upon any person who has no domicile in the Province of Ontario, and who desires to fish in the rivers, streams or lakes under the control of the Province, to procure a permit or license to that effect from the Commissioner of Crown Lands before beginning to fish.

8. That no person shall, except under authority of a fishery lease, fishing license or permit, fish for, catch or kill any fish in any inland lake, river or stream adjoining the ungranted lands of the Province.

9. That no person shall, without lawful authority, fish for, catch or kill, by any device or means, any fish during their spawning time, or disturb or destroy their spawn or spawning-beds.

10. That it shall not be lawful to fish for, catch or kill brook trout, salmon trout, white fish, bass, pike, pickerel, maskinongé, tulibee, grayling, herring or perch, in any inland lake, river or stream under the control of the Province, by any device or means other than by hook and line, or angling, except in waters leased or licensed for the express purpose of net-fishing.

11. That it shall not be lawful to use any explosives, or chemical material, or compound, for the purpose of killing or catching fish.

12. That fishing by torch-light, or other artificial light placed in or above the water, is prohibited.

13. That no person shall fish for, catch, kill, buy, sell, or have in possession any fish at times when the taking or killing of fish is prohibited by lawful authority.

14. That parties holding leases under the provisions of "The Ontario Fisheries Act" shall not have any recourse against the Government of the Province for any hindrance to their use and enjoyment of the fishing rights pertaining to the lands leased, by the operation of any law enacted or that may be hereafter enacted by the Parliament of Canada, or by any action of the Government of Canada, or any person employed thereunder.

15. It shall not be lawful to use or set in any of the inland rivers, streams or water courses within the Province, any net, rack, trap, weir or obstruction for the purpose of catching fish, or whereby the free passage of fish up and down the same may be obstructed or prevented.

16. The catching, killing or molesting of fish when passing or attempting to pass through any fishway or fish-pass, or in surmounting any obstacle or leaps, the use of any invention to catch, kill or molest fish in the mill-heads and water-courses appurtenant thereto, are hereby forbidden.

17. It shall not be lawful to put into any waters in any inland river, stream or lake in the Province where fish are taken, any offal, blood, putrid brine, putrid fish or other deleterious substance, and all fish offal or filth of any description whatsoever accruing from the catching and curing of fish, shall be burned or buried twenty yards distant from the water's edge of said river, stream or lake.

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#### *Close Seasons.*

It shall not be lawful to fish for, catch, kill or have in possession :

Speckled Trout, between the 15th September and 1st May.

Pickeral (Doré), between the 15th April and 15th May.

Bass and Maskinongé, between the 15th April and 15th June.

White Fish and Salmon Trout, between the 1st November and 30th November.

T. B. PARDEE,

*Commissioner of Crown Lands.*

Department of Crown Lands,  
Toronto, 5th May, 1887.

# APPENDIX No. 12.

## FISHERY OVERSEERS, UNDER THE ONTARIO FISHERIES' ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
Newton Flanagan .....	River Nepigon, Lake Nepigon and adjacent waters....	Red Rock .....	\$50 00
John H. Wilmot .....	District of Muskoka .....	Beaumaris .....	50 00
Francis James Moore.....	County of Peterborough, Provisional County of Haliburton, and that part of the County of Victoria south of the District of Muskoka. ....	Lakefield.....	50 00

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 30th, 1887.



## APPENDIX No. 13.

RED ROCK, NEPIGON RIVER,  
16th December 1887.

The Honourable

THE COMMISSIONER OF CROWN LANDS,

Toronto.

SIR,—I beg most respectfully to submit my report, as Fishery Overseer for River and Lake Nepigon and adjacent inland waters, for the past season.

The only mode of fishing that has been carried on here was by angling with artificial fly, or by hook and line with bait, more particularly the former, indeed, almost entirely so; no attempt has been made to fish with nets or other means for the purpose of sale or profit, and no destruction of fish by any illegal methods has taken place; the laws and regulations have been generally well observed by anglers, who have, during the past season, visited these waters.

A greater number than for some years past visited the Nepigon this last season for the purpose of angling; all duly made application for and were granted special permits in accordance with instructions from your department; one hundred and two (102) persons made application for and received special permits to fish; of this number, seventy-three were issued to residents of the United States, two to gentlemen from England, and twenty-seven to inhabitants of our own Province. The sum of three hundred and seventy-five dollars (\$375.00) was collected for permits issued, all of which, along with state-ments, permit books, etc., have been forwarded to the Department at Toronto.

The varieties of fish found in River and Lake Nepigon comprise principally, brook or speckled trout, which run to a large size, up to seven pounds in weight, and are of a splendid quality, frequenting mostly the pools at or below the many rapids on the stream, as well as in all streams flowing into the large Lake Nepigon. Lake trout are found in abundance in Lake Nepigon, and also frequent the lake-like stretches of the river. White fish abound in all of these waters; other varieties, such as pickerel, perch and jackfish or pike, are found in different localities, more so about the mouth of the river and out-lying waters.

I have every reason to believe that each succeeding year will see an increased number of anglers coming to the Nepigon, and I know it is the earnest wish of every gentleman who loves to cast a fly, that your Government would jealously guard this noble and beautiful stream from the nets, etc. of the spoiler.

With the greatest respect,

Your obedient servant,

(Signed)

NEWTON FLANAGAN,  
Fishery Overseer.

## APPENDIX No. 14.

BEAUMARIS, 15th December, 1887.

To the Honourable

COMMISSIONER OF CROWN LANDS,

Toronto.

SIR,—I have the honour to transmit to you my annual report respecting the fisheries in the district over which I am overseer.

During the past season anglers as a rule have met with fair success, but the supply of bass and pickerel does not come up to that of a few years ago; this is accounted for by the yearly increase of visitors to this District.

The practice of netting is on the decrease, and my confiscation of several nets has been the means of stopping many who formerly were in the habit of using them. Spearing on the spawning beds is one of the greatest sources of destruction of fish; this mode of obtaining fish is of rare occurrence on Lakes Muskoka, Rousseau and St. Joseph, but is practised to some extent on Trading, Peninsula, Mary, Fairy and Vernon Lakes, and in most waters where salmon trout are plentiful, and although I have been most anxious to secure a conviction and have spent many nights on the lakes for that purpose, I regret to say I have been unsuccessful.

Mill owners, as a rule, are now using all necessary precautions to prevent the escape of saw-dust and mill rubbish into the lakes and rivers.

The seasons for taking fish are fairly observed, with the exception of those who make a practise of spearing. The varieties mostly destroyed by this means are salmon trout, speckled trout and white fish. I may mention that the varieties of fish met with in this District are:—

Lakes Muskoka, Rousseau, Joseph and adjacent waters—Bass, pickerel, salmon trout, white fish, herring and perch.

Lakes Vernon, Fairy, Peninsula and Mary, principally salmon trout.

Trading Lake—Salmon trout and speckled trout.

Moon and Musquash Rivers and coast of Georgian Bay—Bass, pickerel and maskinongé.

All the inland waters in this district are invested with suckers and ling, which, during the spawning season, feed principally upon the spawn of other fish.

To look after the fisheries of this district thoroughly would occupy one's entire time and would consequently incur considerable expense. My object has been to endeavour to put down existing evils, at the same time incurring as little expense as possible.

I am, Sir,

Your obedient servant,

(Signed) JOHN H. WILLMOTT.

## APPENDIX No. 15.

LAKEFIELD, 28th December, 1887.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

SIR,—I have the honour to submit herewith my first report in connection with fisheries under and within my inspectorate.

Since my appointment in August last, I have visited officially a large portion of the district under my charge, and find that the laws relating to the regulations of the fisheries are fairly well observed. No violations of the law have come directly under my notice but I have reason to believe that fishing with the aid of the Jack Light and spear, and even with dynamite, have been practised and may yet be practised to a very limited extent.

The varieties of fish abounding in the back lakes of the Peterboro' district are principally bass, maskinongé, salmon trout and brook trout.

Since my appointment last August I have received the sum of \$20 for fishing permits, which amount I forwarded you.

In closing my necessarily brief report I can give you the assurance that so far as possible the laws and regulations relating to the fisheries of this district will be strictly and impartially enforced.

I have the honour to be, Sir,

Your obedient servant,

(Signed) F. J. MOORE,  
Fishery Overseer.

# APPENDIX No. 16.

STATEMENT of the number of letters received and mailed by the Department in 1885, 1886, 1887.

YEARS.	BRANCHES.					Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned—not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accountants.	Surveyors.	Woods and Forests.	Colonization Roads.						
1885	8,116	1,236	1,742	2,538	2,448	16,129	20,000	30,000	26	25	20,059
1886	7,590	1,088	1,877	2,855	2,487	15,927	20,000	30,000	13	40	20,368
1887	7,427	1,112	2,031	3,059	2,535	16,173	21,000	31,000	17	21	21,250

JOHN MORPHY,  
Registrar.

AUBREY WHITE,  
Assistant Commissioner.

Toronto, December 31st, 1887.



# APPENDIX No. 17.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1887.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	John McAree.....	543	12th April, 1887.....	To survey lots numbers 172, 173, 174, 175, 177, 178 and 179 in the 2nd range south-west of the Toronto and Sydenham Road, and lots numbers 171, 172, 173, 174, 179 and 180 in the 3rd range south-west of said road, and to plant durable monuments at the front and rear angles thereof—all in the Township of Artemesia.	
2	H. B. Proudfoot .....	544	2nd June, 1887.....	To survey lots numbers 28 and 29 in the 3rd and 4th Concessions of the Township of East Wawanosh, and to plant durable monuments at the front and rear angles thereof.	
3	A. J. B. Halford .....	545	29th August, 1887.....	To survey the line in centre of the road in rear of the lots east of the River aux Pucee, and to plant durable monuments at the angles of the lots on the west side of the said road allowance in the Township of Maidstone.	

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1887.

# APPENDIX No. 18.

## STATEMENT of Crown Land Surveys completed and closed during the year 1887.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount paid.	No. of Acres.
1	29th May, 1885.....	J. W. Fitzgerald.....	Township of Clara.....	\$ 51 45	55,311
2	29th May, 1886.....	G. B. Abrey.....	" " Strange.....	15 84	24,512
3	29th May, 1886.....	Thos. O. Bolger.....	Examination of land at Rainy River.....	29 00	.....
4	23rd May, 1887.....	Alex. Niven.....	Outlines of townships at head of Lake Temiscaming (120 miles).....	3,600 00	56,089
5	31st May, 1887.....	Elthu Stewart.....	Township of Edgar.....	3,926 23	.....
6	31st May, 1887.....	F. Purvis.....	" " Hilliard.....	1,609 51	22,993
7	31st May, 1887.....	C. D. Bowman.....	" " Bucke.....	1,596 63	22,809
8	31st May, 1887.....	B. J. Saunders.....	" " Brethour.....	1,425 97	20,371
9	31st May, 1887.....	D. Beatty.....	" " Harley.....	1,611 68	23,024
10	31st May, 1887.....	T. B. Speight.....	" " Dymond.....	1,515 29	21,647
11	29th June, 1887.....	G. B. Kirkpatrick.....	Inspection at Keewatin, Sault Ste. Marie, etc.....	348 00	.....
12	27th May, 1887.....	P. Burnet.....	Examining and settling survey of Sunnidale (con. 1).....	162 60	.....
13	16th July, 1887.....	W. O. Johnston.....	Surveying Reserve and Islands at Sault Ste. Marie.....	293 50	.....
14	7th October, 1887.....	H. R. McEvoy.....	" " Timber Berths 41 and 49 North Lake Huron.....	612 00	.....
		F. L. Foster.....	For drawing maps.....	348 00	.....
		H. K. Wicksteed.....	For map of part of Rainy River District.....	30 00	.....
			The Copp, Clark Company, lithographed Township and District Maps.....	1,499 63	.....
			The Map and School Supply Company, mounting Maps.....	225 00	.....
			C. W. Irwin, duty and entry charges on Maps from C. M. Smith, N. Y.....	25 50	.....
			W. R. Kirkpatrick, copying plans, field notes, etc.....	182 00	.....
				\$19,107 83	246,756

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

## APPENDIX No. 19.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date during the year 1887.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
				\$ cts.
1	29th May, 1886.	J. W. Fitzgerald.	Township of Fitzgerald.	39 22
2	31st May, 1887.	Thos. Byrne.	" Anglin.	3,450 00
3	31st May, 1887.	J. W. Fitzgerald.	" White.	3,350 00
4	31st May, 1887.	H. B. Proudfoot.	" Harris and Casey.	2,400 00
5	31st May, 1887.	Jos. DeGurse.	" Garson.	1,475 00
6	31st May, 1887.	Richd. Coad.	" Hyman.	1,500 00
7	31st May, 1887.	F. Bolger.	" Foster.	1,475 00
8	31st May, 1887.	J. S. Laird.	" Lunsden.	1,350 00
9	10th June, 1887.	Jas. Dickson.	Inspection of Surveys.	2,926 20
10	14th December, 1887.	H. DeQ. Sewell.	Base line in Districts of Thunder Bay and Rainy River.	1,200 00
11	14th December, 1887.	A. L. Russell.	Survey of lakes in Districts of Thunder Bay and Rainy River.	1,200 00
				\$20,365 42

AUBREY WHITE,  
Assistant Commissioner.GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

## APPENDIX No. 20.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the District of Rainy River, during the year 1887

No.	Description.	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
R. 1	G. A. Graham and Donald McKellar.	Mining Locations, 10 E, 11 E, 12 E, Atic Okan River.	210	\$ 420 00	27th May, 1887.	
" 2	A. W. Bradley.	" " R 72, R 73, Osnawe Lake.	138 $\frac{3}{4}$	277 00	8th June, "	
" 3	W. W. Russell.	" " R 73, Osnawe Lake	66	132 00	2nd July, "	
" 4	Council of Township of Rat Portage.	Block north of Hudson Bay Co.'s block, Rat Portage, for Park and Cemetery.	37	34 00	15th "	
" 5	A. C. Bruce.	Mining Location, 50E, 51E, Carp Lake, Hunter's Island.	236 $\frac{1}{2}$	473 00	4th August, "	
" 6	John McKellar, <i>et al.</i>	" " R 71, Osnawe Lake	24	48 00	2nd September, "	
" 7	John McKellar, <i>et al.</i>	Right to mine under road allowance in front of R 71, Osnawe Lake.		16 00	7th October. "	
" 8	Robt. A. Mather	Mining Location, 122, Keewatin, Lake of the Woods	18	36 00	13th "	
" 9	Richard Fuller	" " 211, Clear Water Bay, Lake of the Woods.	18	36 00	13th "	
" 10	Thomas A. Gorham.	" " 52E, 53E, 54E, 55E, 56E, 57E, 59E, 60E, on Cy- press or Otter-Track Lake, Jasper Lake } and Lilypad Lake, Hunter's Island. }	50	100 00	19th "	
" 11	A. C. Bruce.	" " 58E, 61E, 62E, 63E, 64E, 65E, Emerald Lake, Hunter's Island	992	1984 00	7th November, "	
" 12	A. C. Bruce.	" " 218E, 219E, Pine Portage Bay, Lake of the Woods	376	752 00	7th "	
" 13	T. W. Dobbie, <i>et al.</i>	" " K 74, K 75, La Seine River	351	702 00	" "	
" 14	J. C. Hunter and D. A. Petre.	" " Block of Land at Rat Portage.	487	974 00	23rd December, "	
12552 AA	Hudson Bay Company.		690	Free.	14th "	
			3694 $\frac{1}{4}$	\$5984 00		

GEORGE B. KIRKPATRICK, P. L. S.,  
Chief Clerk in Charge.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31, 1887.



## APPENDIX No. 21.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Thunder Bay and Algoma, during the Year 1887.

No.	No. of Description.	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
					\$ c.	
2012	Oliver Daunais .....		North $\frac{1}{2}$ of north $\frac{1}{2}$ of lot 6 in 5th Con., township of Gillies, ....	79	158 00	28th January, 1887.
2013	William A. Allan .....		That part of lot 1 lying immediately north of R 161 in 2nd Con., Marks .....	80	160 00	" "
2014	Oliver Daunais .....		Mining Location, 54 <sup>th</sup> , south of Paipoonge .....	153	306 00	" "
2016	D. McKellar and G. A. Graham .....		35 <sup>th</sup> , east of Jack Fish Bay, Lake Superior ...	80	160 00	12th February,
2021	W. H. McDonald and H. A. Christy ..		McDonald Mining Location, on island near Portlock Harbour, Lake Huron .....	104	208 00	" "
2022	William A. Allan .....		Mining Location, R 238, Atic Lake, north of Arrow Lake .....	147	294 00	19th March,
2033	P. A. Ferguson and J. L. Caverhill ..		A, B and Island C, in Lake Tamagami .....	90	180 00	21st "
2037	Arthur Harvey .....		R 230, north-west of White Fish Lake .....	79	158 00	6th April,
2046	A. F. Mills and J. F. Ruttan .....		R 267, south-west of White Fish Lake .....	82	164 00	21st "
2047	Jas. F. Ruttan .....		R 264, south-west of White Fish Lake .....	80	160 00	6th June,
2055	Wm. A. Allan, <i>et al.</i> .....		R 289, south-west of Atic Lake .....	80	160 00	" "
2056	Wm. A. Allan .....		R 268, R 269, Atic Lake .....	160	320 00	8th August,
2057	Wm. Ward, <i>et al.</i> .....		1 <sup>st</sup> , 2 <sup>nd</sup> and Flat Point Islands A and B, Township McKinnon .....	155	310 00	5th "
2062	S. W. Ray and W. A. Allan .....		19 <sup>th</sup> , Atic Lake .....	319 $\frac{1}{2}$	639 00	" "
2063	L. H. Coxetter .....		R 100, Savanne River .....	79	158 00	8th "
2066	W. A. Allan .....		Water lot in front of R 238, Atic Lake .....	75	150 00	18th "
2066A	W. A. Allan .....		Release of Road allowance in front of R 238, Atic Lake .....	22	44 00	11th "
2082	Jas. Rood, Jr. ....		291 <sup>st</sup> , 292 <sup>nd</sup> , 293 <sup>rd</sup> , 295 <sup>th</sup> , Gun Flint Lake .....	732	6 00	30th "
2085	Christina Healey .....		Mining Location, 31 <sup>st</sup> , Sand River, West of White Fish Lake .....	80	1444 00	24th "
2086	Gustave d'Odet d'Orsonens, <i>et al.</i> .....		{ A, B, D, E, H, I, West of Desbarat's } Location, Lake Huron .....	1600	160 00	1st October,
2100	Jas. Rood, Jr. ....		294 <sup>th</sup> , 296 <sup>th</sup> , 297 <sup>th</sup> , 298 <sup>th</sup> , 299 <sup>th</sup> , Gun Flint Lake, near	551	1102 00	10th "
2099	William Sedgewick .....		1x, 2x, 3x, 4x, 5x, 6x, 7x, North Lake, near	1424	2848 00	11th October, 1887, in
2091	F. D. Moore .....		E, near Straight Lake .....	160	320 00	lieu of 973, 29 July, 75,
2092	E. D. Moore .....		F, near Straight Lake .....	80	160 00	2nd November 1887.
2098	W. C. Caldwell .....		R 311, R 313, R 315, R 317, R 319, Gun Flint Lake .....	874	1748 00	3rd "
			Carried forward .....	7195 $\frac{1}{2}$	11122 00	24th October, "
						" "
						29th "

## APPENDIX No. 21.—Continued.

STATEMENT of Mineral Lands which have been patented, etc.

No.	No. of Description.	PATENTEE.	Description of Mining Tracts.	Acres.	Amount. \$ c.	Date of Patent.
			<i>Brought forward</i> . . . . .	7195½	11122 00	
2125		T. Marks, <i>et al.</i> . . . . .	Mining Location, R 282, R 281, north of Macgregor . . . . .	295	590 00	15th December, 1887.
2126		C. E. Shannon, <i>et al.</i> . . . . .	R 310, south side of Sand Lake. . . . .	97	194 00	" "
2128		C. M. Parkhurst, <i>et al.</i> . . . . .	R 329, north of Arrow Lake. . . . .	80	160 00	" "
2129		W. H. Laird. . . . .	R 78, north-west of White Fish Lake. . . . .	160	160 00	" "
			Total. . . . .	7827½	12226 00	

GEORGE B. KIRKPATRICK, P. L. S.,  
Chief Clerk in Charge.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887.

## APPENDIX No. 22.

Number of Patents issued by the Patents Branch during the year of 1887.

Public Lands (late Clergy Reserve).....	52
Crown .....	310
Free Grants .....	221
Free Grants under Act of 1880.....	258
Mining .....	148
School .....	109
Licenses of Occupation.....	3
<hr/>	
Total .....	1,101

AUBREY WHITE,  
Assistant Commissioner.

ARTHUR J. TAYLOR,  
*Chief Clerk in Charge.*

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1887

## APPENDIX No. 23.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS FOR ONTARIO, DURING THE YEAR 1887.

## PRELIMINARY CANDIDATES PASSED.

Louis Rorke,  
Thomas Herbert Taylor.  
Abel S. Weekes.

Albert Dyke Griffin.  
Robert Kirkpatrick.

## FINAL CANDIDATES PASSED AND SWORN AS PROVINCIAL LAND SURVEYORS.

Herbert Joseph Bowman, Graduate  
School of Practical Science.  
Joseph Philippe Baby Casgrain, D.L.S.  
Henry Lionel Esten.  
Owen McKay, Graduate School of  
Practical Science.  
John Richard Odum Vicars, D.L.S.  
Hugh Burnet, D.L.S.  
Eder Eli Henderson, Graduate  
School Practical Science.  
Frederick Henry.

James Henry Kennedy, Graduate  
School Practical Science.  
William Lyon Mackenzie.  
Vaughan Maurice Roberts, D.L.S.  
Frederick John Ure.  
Arthur Meyer Bowman, Graduate  
School Practical Science.  
Robert Laird, Graduate School  
Practical Science.  
Edward Joseph Rainboth, D.L.S.  
John Stewart, D.L.S.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless such Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

## PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree), Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and construction of Plain and Comparative Scales.

## FINAL EXAMINATION.

Final Candidates, before obtaining a License to practise, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz.: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry



Mensuration of Superficies ; Laying out and dividing up of Land ; Descriptions by Metes and bounds for Deeds and other documents ; the Use and Adjustment of Surveying and Levelling Instruments ; the laying out of Curves ; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines ; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts, (so far as they relate to Roads Surveys and Drainage), the Ditches and Water Courses Act ; the Theory and Practice of Levelling ; the Principles of Evidence ; Drawing of Affidavits ; Taking of Field Notes and Preparing Plans ; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1887.



# SURVEYORS' REPORTS.

(Appendix No. 24.)

## TOWNSHIP OF LUMSDEN.

DISTRICT OF ALGOMA.

ESSEX CENTRE, ONTARIO,

December 12, 1887.

SIR,—In compliance with your instructions bearing date May 31st, 1887, I have made a survey of the Township of Lumsden, in the District of Algoma, and I have the honour to report thereon.

I travelled by rail to Chelmsford Station, on the Canaadin Pacific Railway, thence by bush road through the township of Rayside, to the township of Lumsden. I found the north boundary of Rayside, and a post marking the north-west angle of lot four. Taking an observation of Polaris at this point I retraced the north boundary east across lots numbers four and three, further east I could find no trace of the line. From the post at the north-west angle of lot number two I produced the line due east eighty chains and twenty links; the width given for lots one and two in the township of Rayside. Being unable to find the post marking the north-east corner of the township of Rayside I planted a post in the proper place for the south-east angle of the township of Lumsden. Thence I proceeded with the survey running such lines and planting such posts as directed in my instructions.

The surface of the township is very irregular, swamps and extensive elevations of bare rock alternating.

There is but very little arable land south of the fourth concession. The country has been run over by fire. There are no settlers in the township. The timber is of very little importance, and in a small section of the eastern part of the township I found a few scattered pine of fair quality.

I could find no indications of minerals of any importance. The prevailing class of rock is gneiss.

The Vermillion river crosses the township through the third and fourth concessions. A few small lakes are found at the north and west of the township, but the percentage of water surface is very small.

Accompanying are plans and field notes prepared in accordance with instructions.

Respectfully submitting the above.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) JAMES S. LAIRD.  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 25.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF FOSTER.

PENETANGUISHENE, ONTARIO,

November 9th, 1887.

SIR,—I have the honour to submit my report of the survey of the township of Foster, in the district of Algoma, surveyed according to your instructions, bearing date 31st day of May last.

I was obliged to deviate to some extent from your instructions regarding the point of commencement of my survey. Instead of commencing at the south-east angle as directed, I started my survey at the south-west angle.

I trust the following explanation will be deemed satisfactory for my departure from my written instructions.

After a diligent search for the point on Long Lake—an expansion of White Fish River, where Salter's second meridian line crosses. I failed to discover a trace of the line, the country on both sides of the lake being burnt over. I retraced my steps, and returned with my party, examining the shores closely, as we passed along near the west end of the lake, I discovered a well blazed line, running due north; I found this to be the easterly line of an Indian reserve. I followed this up as far as it ran and about two miles farther north I found the post marking the south-west angle of the township. Taking an astronomical observation here, I ran a trial line due east to hit the post planted at the south-east angle of the township by Salter—a distance of five miles, seventy-one chains and seventy-eight links brought me opposite this post; and at a distance of five chains and ninety-five links due north from it; correcting according to this offset, and the distance chained, the bearing of the south boundary is south eighty-nine degrees and seven—teen minutes east astronomically.

The lot posts were duly planted on the corrected line, the chaining being from the west to the east.

I retraced and reblazed that part of Salter's second meridian line south of Lac Penage, the portion north of the lake I found had been previously re-run, this portion was chiefly brute.

As will be seen by inspection of the timber map, the township throughout its entire extent is well timbered, white and red pine being very abundant, generally of a medium size and fair quality. The other kinds of timber are maple, birch, elm, ironwood, hemlock, tamarac, and cedar, all of excellent quality.

The surface of the township is broken by high and prominent ridges. There is a rough and broken country on concession five and six, adjoining the Vermillion River. There is a small patch of burnt country in the north-east and north-west corners of the township.

With the exception of the sixth concession, the soil of which consists of a stiff white clay, the township is well adapted for farming. The soil is excellent, consisting of sandy and clay loam. An abundance of excellent timber. It is well watered by numerous creeks and lakes. It is easy of access by means of the Canadian Pacific Railway, which passes within two miles of the north-west corner.

Two rivers of considerable extent, the Vermillion and Spanish are found within its limits. The former is a navigable stream, averaging a width of four chains, with a depth of from seven to eight feet. There are falls and rapids on lots numbers five and six, concession six, and lots number ten and eleven, in concession five. It runs a distance of three and a half miles in the northerly part of the township, its course being slightly south of west and discharges into the Spanish river on the east boundary, at concession five, lot number twelve.

The Spanish River crosses the north boundary about ten chains from the north-west angle, and running in a south-westerly direction, crosses the east boundary at the line between the fifth and sixth concession.



The water in the lakes is deep and clear, containing an abundance of fish, principally black bass.

In many places in the township copper and iron pyrites were found. There were also some slight traces of galena met with. A few specimens of an hematite were found, but no magnetic iron ore.

The variation of the compass was uniform throughout, being  $3^{\circ} 51'$  west.

There being no squatters or improvements of any kind, no inspection returns will be required. As regards natural history, I may remark that beaver are found in considerable numbers, moose are found also, and bears of course; and mink are numerous on Vermillion River.

The plan, field notes, with timber map of the township, accompany this report.

I have the honour to be, Sir,

Your obedient servant,

(Signed) FRANCIS BOLGER,  
Provincial Land Surveyor.

The Honorable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 26.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF HYMAN.

GLENCOE, ONTARIO,  
November 15th, 1887.

SIR,—In pursuance of your instructions, dated the 31st day of May, 1887, to survey the township of Hyman, in the district of Algoma, into lots of 320 acres each I have the honour to submit the following report:—

Leaving Glencoe on the 27th day of July, I went by rail to Toronto and Owen Sound, thence by boat to Algoma mills, and again by the Canadian Pacific Railway to camp number forty, about two and a half miles from the south-east corner of the township. There we packed into the township along Spanish River, and took an observation for latitude and a azimuth on the east boundary at the north side of the Spanish River, on the night of the second of August, and commenced the actual survey of the township on the following day, running as a base line, connected with this observation, the line between the first and second concessions. I took two other observations during the progress of the work to secure accuracy, one on lot number seven, concession one, on north side of the Spanish River, on the night of the 13th of August, the second, on line between lots numbers six and seven, in the fourth concession, on the night of the 25th of August. The places of observation are shown on the index map of field notes.

The instruments used were Stanley's six-inch transit theodolite reading to twenty seconds, a five-inch compass of Gurley's make, and steel band chain.

The southern part of the township is traversed by the Spanish River, a stream varying in width from one to six chains, and having many rapids and falls, the largest of which are on lot one, in the first concession, and which will furnish good water power for mills. Falls of considerable height, (some fifteen feet), are also found near the north-east angle of lot nine, in the first concession. The river enters the township on the south boundary, near the line between lots numbers eleven and twelve; it then has its course in a north-easterly and easterly direction, through lots numbers twelve, eleven, ten, nine and eight, and part of seven, in the first concession, and lots seven, six, five, four and part of

three, in the second concession. From this point the course is south-easterly, through lots three, two, and part of one, in the second concession, and part of lot one, in the first concession, leaving the township on the east boundary.

The township north of the river is watered by two large creeks, from fifty links to one chain in width. The westerly one would be of sufficient size to float logs at almost all seasons of the year; it enters the township on the north boundary, on lot number twelve, and runs in a southerly and easterly and south-westerly direction, entering the Spanish River on lot number ten, in the first concession. The easterly creek, somewhat smaller, enters on the north boundary on lot number five, it thence runs in a south-easterly direction, leaving the township on the east boundary near the centre of the third concession.

The country to the south of the Spanish River is hilly and rocky. The timber has been burnt from this part of the township, apparently some six or eight years since, with the exception of a few small patches, where some fairly good pine is found. The part burned is now grown over with second growth of poplar, birch and pine.

On the north side, and in close proximity to the river the country is somewhat broken by rocky ridges, but towards the northern part of the township it becomes more rolling and level. This district north of the river is all green bush, the timber being pretty generally mixed and tolerably uniform throughout, with the exception of small areas where cedar, tamarac and spruce predominate.

The timber is chiefly pine, spruce, balsam, cedar and birch. There is considerable good pine of marketable quality in the township.

Near where the westerly creek above mentioned crosses the line between the first and second concessions, on lot number ten is a splendid mill site. The falls being thirty feet or more in height.

The soil is chiefly sandy with many rocky exposures. Towards the north-west part of the township the soil becomes more of a sandy loam and in places clayey.

The township will be chiefly adapted for grazing, and is well watered with numerous streams.

On some of the rocks along the line between lots numbers six and seven, across the fourth and fifth concession, and some of the rocks on the line between the fourth and fifth concession, to the east of the line between lots number six and seven, there is some little show of mineral.

The township is easy of access from the Canadian Pacific Railway line, and for the most part, along the river and creeks, roads could be made at no very great expense.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

(Signed.) RICHARD COAD,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 27.)

## DISTRICT OF NIPISSING.

### OUTLINE OF TOWNSHIPS AT THE HEAD OF LAKE TEMISCAMING.

HALIBURTON, ONTARIO,  
November 23rd, 1887.

SIR,—I have the honour to submit the following report on the survey of outlines of townships, north coast of Lake Temiscaming, in the District of Nipissing, surveyed under your instructions of the 23rd day of May, 1887.

Leaving Haliburton on the 9th of June and getting to my destination on the 14th, I commenced the survey on the morning of the 15th of June, and completed same on the 10th of October, returning to Haliburton on the 17th of that month.

I commenced my survey at north-west angle of township number one on my last year's work, now called the township of Bucke, and carried on the survey in accordance with instructions. The lines being run east and west and north and south astronomically, and posts planted every mile on the north and south lines, and every half mile on the east and west lines. The townships are numbered as per plan, and the lines were run in the following order :—

- South boundary of township nine.
- West boundary of township nine.
- Boundary between township nine and ten.
- West boundary of township ten.
- Boundary between townships ten and eleven
- West boundary of township eleven.
- Boundary between townships eleven and thirteen.
- Boundary between townships thirteen and fourteen.
- Boundary between townships thirteen and fifteen.
- North boundary of township fourteen.
- East boundary of township fourteen.
- East boundary of township fifteen.
- North boundary of township fifteen.
- North boundary of township sixteen.
- Boundary between townships twelve and thirteen.
- Boundary between townships fifteen and sixteen.
- Boundary between townships twelve and sixteen.
- South boundary of township twelve.
- West boundary of township twelve.
- West boundary of township sixteen.

The details of survey will be found in the field notes and on the plan.

Numerous observations were taken as the work progressed, although only a few are shown in the notes. The magnetic declination varied from six to ten degrees west. The lines were run with a transit, well cut out and well blazed, and all posts protected by stones when they could be had.

The courses given to bearing trees are magnetic. I am glad to be able to report nearly the whole of the townships outlined as good agricultural land, the soil being generally clay, and for the most part free from stone. The land is more rolling and higher than the tract of land south and east, outlined last year. There are some sandy ridges and sandy flats also, and there are numerous high hills, composed altogether of rock, but generally speaking the rock is all in one place and the soil in another. Of the eight townships outlined, four-fifths of the whole area are good farming land, and they are all fit for subdivision.

The timber where not burnt is generally spruce, tamarac, balsam, poplar, balm of gilead, white birch, and pitch pine. There is also cedar in many places and some good white pine, scattered through townships nine and ten and along the south boundary of township twelve. There is also some good pine in the north-east corner of township fourteen and extending to the north and east. The only black birch met with during the survey is on a tract a few miles in length on the boundary between townships twelve and thirteen, this tract of land is high and dry and the timber is the oldest met with north of Lake Temiscaming. Townships nine, ten, eleven and part of thirteen are well wooded, the principal timber being spruce, of fair size and good quality, and which will doubtless be valuable as timber limits at no distant day. The finest white spruce I have seen in Ontario is to be found on the west boundary of township twelve, on both sides of the Blanche River.



The greater part of townships twelve, thirteen, fourteen, fifteen and sixteen is "brule" or burnt country, (tinted pink on plan), now grown up with poplar, white birch, cherry, pitch pine, etc., the date of the fire being about sixteen years ago. In most places the brush is very thick and difficult to get through, but in many places the brule is open and grassy.

The tract of country outlined is comparatively level, but there are many rocky hills of considerable elevation—notably one on the south boundary of township twelve, on lots four and five, which is about five hundred feet over the general elevation of the country, and from which the country can be seen in every direction for a distance of from twenty to forty miles. Along the north boundary of township fourteen there are some high hills and the country to the north of this is mountainous and rocky and unfit for settlement.

The geological formations are Huronian and the Trenton limestone, excepting in township sixteen, where the Laurentian occupies a strip about two miles in width.

I found no traces of minerals; but quartz veins are very numerous, and copper has been found to the north of township fifteen.

The country may be said to be well watered by streams; the Blanche River, with its branches and tributary creeks draining almost the whole area.

There are numerous falls and rapids affording excellent mill privileges on the Blanche and its branches. The first from Lake Temiscaming, (about four feet), occurring in township thirteen, about a mile below the east branch; after passing the fourth concession of township fifteen they are of frequent occurrence, and vary in height from ten to sixty feet; the highest being on the south branch, near the boundary between townships twelve and thirteen.

Wahbees' creek extends through township ten, and has its source near the Montreal River.

There are no lakes except those shown on the south-west corner of township nine and to the north of township fourteen.

The weather was exceedingly warm in July, and during this month rain fell almost every day. August and September were fine, and October to the close of the work was wet. The only time during the whole season that fire would run was towards the end of September.

Our first frost was on the morning of the 26th of August, and the next on the 24th of September, after which the nights were cold.

There being no settlers within the territory outlined, I cannot speak of the crops, and can add nothing to my remarks in last year's report.

The facilities for settlement also remain unchanged. In conclusion I may say, that there are at least two townships of excellent level land west of townships ten and eleven, which I could see from the hills at the north-west angle of township nine and south boundary of township twelve. And I am of the opinion, that there would still be, west of these two, another tier of townships which could be extended north to the west of townships twelve and sixteen, and east to the north of townships fifteen and sixteen.

It is probable that there are one thousand square miles in this tract of good land north of Lake Temiscaming, between the Provincial boundary and the Montreal River.

Herewith I send plan and field notes of survey.

I have the honor to be, Sir,

Your obedient servant,

A. NIVEN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 28.)

DISTRICT OF NIPISSING.

TOWNSHIP OF EDGAR.

COLLINGWOOD, ONTARIO,  
December 28th, 1887.

SIR,—I have the honour to submit the following report on the survey of the township of Edgar, in the district of Nipissing, in accordance with your instructions, bearing date the 31st day of May, 1887.

I commenced the survey at the north-east angle of the township, and worked south-erly and westerly from this point.

The Petewawa River flows across the township from west to east. The country north of this stream is rocky and mountainous, with very little covering of soil, and the timber has nearly all been destroyed by fire, the only exception being a limited portion towards the west boundary.

The country south of the river is much less rugged and broken, and a fair percentage of it might be utilized for grazing purposes and even for the growth of cereals if kept well manured, as evidenced by the very good oats and root crop, to be seen growing on Stuart & Grier's depot farm, near the south-eastern part of the township. Here, too, the numerous fires that have swept over the country have left but little green timber. The usual growth of small poplar and birch is everywhere met with on the brule. I endeavored to retrace the timber limit lines, but, owing to the fires, I was unable to do so with any degree of accuracy.

No minerals of any value were found during the progress of the work.

A waggon road leads from McKay Station, on the Canadian Pacific Railway to Stuart and Grier's farm, the Petewawa being crossed on a floating bridge. This could be made a very fair road with a moderate outlay of money, and well deserves the attention of those engaged in that branch of the service.

Very few lakes are to be found in the township. Lake Rouge, near the north-west, and Lake Traverse, on the west boundary, being the largest.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) E. STEWART,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 29.)

DISTRICT OF NIPISSING.

TOWNSHIP OF ANGLIN.

SARNIA, ONTARIO,  
October 17th, 1887.

SIR,—I have the honour to report that in accordance with your instructions, dated the 31st day of May last, I have completed the survey of the township of Anglin.

I commenced the survey by taking an observation of Polaris at the post on the west boundary between the fourth and fifth concessions, which I ran N.69° 08'.20"E., making it the base of the survey, laying off the various side roads and concession lines, in accordance with the instructions and projected plan.

The whole township with the exception of a few small patches has been overrun by fire at different times, destroying all the valuable timber. It is now covered with a dense growth of poplar, cherry, etc.

The general character of the township is hilly, some of the hills are of considerable height.

That portion lying to the south of Crow River, and south and west of Lake Lavielle, is a light, sandy soil, tolerably free from rocks and stones. The timber being mostly poplar.

The portion south of Lake Lavielle is rocky and stony, hardwood land with some good pine.

The balance of the township is light sandy soil, generally stony, and mostly burnt country. I have shown as nearly as possible, on the timber tracing, the tracts of green timber.

In the north-eastern part of the township, I found a number of old clearings, which have been abandoned by the lumbermen and are now grown up with cherry, birch and poplar.

On the whole there is very little timber of any value left in this township.

It is well watered by numerous streams and lakes. The principal streams being the Little Madawaska, in the northern part, and Crow River in the southern part of the township.

The only lake of any importance is Lake Lavielle, which extends from lot number fourteen to lot number thirty-seven, in the third concession, a distance of about six miles, and from the sixth concession it extends south into the township of Dickson.

I saw no valuable minerals. The geological formation is Laurentian.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

THOMAS BYRNE,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 30.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF WHITE.

PETERBORO, ONTARIO,

November 29th, 1887.

SIR,—I have the honour to submit herewith the field notes and plan of survey of the township of White, performed under your instructions of the 31st May, 1887.

The township is situated in the valley of the Petewawa River, which flows through it in a southerly and easterly direction.

The river flows over a rocky bed, rapids following one another in close succession from where it enters the township to Lake Traverse, which is crossed by the east boundary.

There are various improvements on the river such as slides, dams, chutes, etc.

The banks are generally low and rocky, in a few instances marshes extend out several chains from the river on either side. These are generally flooded by back water from the dams, but this season were, owing to the continued drought, quite dry when I saw them in July and August.

The White Partridge River takes its rise south of the township, crossing the south boundary on lot number thirteen and enters the Petewawa on lot number twelve, on concession ten. It is joined by Lavielle creek, on lot number eleven, cocession five, which rises in the township of Anglin.

Both streams are used for the passage of sawlogs and timber, the latter mostly composed of red pine, and of small average.

The only other stream of any importance in the township is the Little Madawaska, which crosses the east boundary in concession two and enters Lake Traverse on lot number thirty-four, concession six. It also is used for the passage of logs, etc.

All the country lying south of concession lines twelve and thirteen, and east of side-lines twenty-five and twenty-six, is almost destitute of timber, being a white sandy plain, covered with jack pines, small poplars, whitewoods, etc. The northerly and north-westerly part of the township is generally rough and broken, and in places covered with a thick growth of small poplar, birch, alder, willow, etc.

The corresponding southerly and south-westerly part is for the greater part flat, a flat county except along Lavielle creek, where it is rocky and broken.

There is a fairly good patch of land commencing at the junction of White Partridge River and the creek aforesaid along the west side of the former, to the south boundary. It extends back from the river about one-half mile, and is covered with green mixed bush, of which pine, birch and balsam form the major part.

There is little hard wood except a small patch on concession fourteen, from lot number thirty-one to the east boundary and in a few other isolated spots, as shown in field notes.

But a comparatively small proportion of the township escaped the destructive fire which swept over the district some twenty years ago, as the blackened and charred pines that still remain towering above the dense tracts of poplar and willow brush amply attest.

The swamps are generally level and comparatively dry. The bush in them is mostly composed of tamarac and spruce, averaging up to twelve inches in diameter, and is in places of fair quality. There are a few swamps yielding stunted cedar of no value.

The soil in these swamps is generally of alluvial mould, on clay and sand bottom, and by drainage might be rendered suitable for excellent pasturage.

On the uplands and slopes the soil is of a sandy character, mixed occasionally with red and brown clay, sand and gravel in places, the whole resting on stiff clay, sand, gravel and on rock beds.

Large granite boulders are thinly scattered over the township, and stony tracts are also met with.

The lakes, which are not numerous or large, are of clear deep water, and it is said are not over abundantly stocked with fish of any kind.

Little if any game was seen during the survey. Several springs of cool clear water are in the township, which notwithstanding the unprecedentedly hot and dry summer, never failed in running water. Owing to the ravages of the destructive fire referred to no reliable traces of any former survey were discovered.

Frequent disturbances of the magnetic needle have been observed, especially in the easterly part of the township.

The general magnetic variation is 8°.06'. 40" west. Of the total area of the township about thirty per cent. may be rendered fit for the growth of the usual kinds of root crops, and a good proportion of the remainder made useful for pasturage, etc.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) J. W. FITZGERALD,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF GARSON.

WINDSOR, ONTARIO,

November 1st, 1887.

SIR,—I have the honour to report that in compliance with your instructions, dated May 31st, A.D. 1887, I have completed the survey of the township of Garson, in the district of Nipissing.

I proceeded from Toronto by way of the Northern and North-western Railway to North Bay, on Lake Nipissing, thence by the Canadian Pacific Railway to Romford, in the township of Neelon.

Here I retraced the line between lots four and five to the north boundary, in order to pack in supplies, etc., for the survey.

I then retaced said boundary and made it the south boundary of the township of Garson. I ran my concession lines due east astronomically, commencing at the posts already planted on my east boundary. I also commenced my side lines eighty chains distant one from the other, and intersected the posts planted on my north boundary by Provincial Land Surveyor, McEvoy.

About fifty per cent. of this township may be considered fit for agricultural or grazing purposes, the soil being sandy loam with occasional patches of clay loam. The remaining portion is gneiss or granite rock, with the former prevailing.

This township is remarkably free from small lakes, only one being found in the whole survey. Numerous small creeks were met with, but on account of their low lying banks, could not, in my opinion; be utilized for "driving purposes."

There is a small area of brule at the south-east and south-west corners of the township, covered with dead pine, small birch, poplar, etc. The rest of the township is covered with spruce, balsam, maple, birch, cedar, tamarac, red and white pine. The two latter are found in abundance throughout nearly the whole of the township. In the first five concessions they are exceedingly large and of excellent quality. Although there is a natural drawback in the way of shipping this timber on account of the smallness of the creeks, yet the country is so level between here and the Canadian Pacific Railway that good roads could be built with little cost.

No economic minerals were met with, and very little disturbance to the magnetic needle.

Accompanying you will find field notes, plans, etc., all of which I trust will prove satisfactory.

I have the honour to be, Sir,

Your obedient servant,

(Signed) JOSEPH DE GURSE,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands  
Toronto.



(Appendix No. 32.)

## TOWNSHIP OF DYMOND.

DISTRICT OF NIPISSING.

TORONTO, ONTARIO.

November 30th 1887.

SIR,—I have the honour to submit the following report on the township of Dymond, District of Nipissing, surveyed by me this season, in accordance with the instructions received from your department, bearing date the 31st day of May, 1887 :—

I commenced my first concession line at the post planted by Provincial Land Surveyor Niven for the north-west angle of lot one, concession one, and from this point ran due east astronomically, planting posts at the intervals required by the instructions. All concession lines were run due east and west, and all side lines due north and south. As shown by the projected plan accompanying the instructions.

In general terms, I may say, that this township is admirably adapted to agricultural purposes, the soil being chiefly good clay, and in places sandy loam, with clay sub-soil. Fully ninety per cent. of the land in the whole township is of excellent quality. All that part lying to the north-east of Wahbe's Creek, with the exception of the stony ridge, shown on the accompanying plan, may be considered superior farming land—it being fairly level. The portion of the township lying south-west of Wahbe's Creek is somewhat rolling, with a wet tamarac and spruce swamp in the north-west portion thereof, and a few small stony tracts in the vicinity of the south boundary.

With these two exceptions all this part may also be considered excellent for farming purposes.

Wahbe's Creek, which enters the township near the north-west angle, and crossing it in a south-easterly direction, enters into Lake Temiscaming, has banks varying from ten to twenty feet in height, thus affording a fine channel for carrying off the water from the numerous smaller streams which drain the township.

Chief among its tributaries is a stream of about equal volume, though not more than one-third its width, entering Wahbe's Creek about three miles from the lake. This stream has a good water power on lot number four, concession three.

The timber throughout this township is small, and consists principally of spruce, tamarac, poplar, whitewood, cedar, and balsam, with some black birch, white oak, black ash, elm, and soft maple. The northerly portion was burnt over many years ago, and has now very little merchantable timber. A dense growth of underbrush covers nearly the whole township.

I found no economic minerals or indications of them.

There are at present no settlers residing in this township, but a short distance from the mouth of Wahbe's Creek is a "fallow" of about two acres chopped—but not cleared or burnt.

Judging from the character of the timber, the labour necessary in clearing would be comparatively light, and from the physical features of the country, the expense of opening up roads for settlement will be small, so that we may reasonably hope to see this township at no distant day the home of prosperous farmers, who will find a ready market for their produce among the lumber merchants of the Ottawa.

Accompanying this report are plans, field-notes of the survey.

I have the honour to be, Sir,

Your obedient servant,

THOMAS B. SPEIGHT,

Provincial Land Surveyor.

The Honourable T. P. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 33.)*

## DISTRICT OF NIPISSING.

## TOWNSHIP OF HARLEY.

PARRY SOUND, ONTARIO,  
November 4th, 1887.

SIR,—I have the honour to report that I have completed the sub-division survey of the township of Harley, according to instructions received from your office, and dated May 31st, 1887. I commenced said survey at the post between lots numbers two and three, on the south boundary, when I observed Polaris at its eastern elongation on the night of July 25th, and ran line north through concessions one and two, and ran line east and west between concessions two and three, making it and the south boundary base lines for work in the southern part of the township, and for the northern part I made line between concessions four and five my base line.

The greater part of the south-west quarter of the township is spruce and tamarac swamp, and the south-east quarter is timbered principally with spruce and tamarac and is low land, but not wet, excepting in places where there is cedar. With the exception of a spruce, cedar, and tamarac swamp in the north-east corner, the northern half of the township is higher land than the south—with considerable poplar (the greatest part of which is dead) scattered throughout. There is also some scattered pine timber, but not enough for the requirements of a settled township.

The soil is principally clay, but in places there are beds of round stones a few inches under the surface.

With the exception of a portion of the north-east quarter the township is drained by Wahbe's Creek, said north-east portion being drained by Blanche River.

About seventy per cent of the township is fit for settlement.

I have the honour to be, sir,

Your obedient servant,

(Signed) DAVID BEATTY,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 34.)*

## DISTRICT OF NIPISSING.

## TOWNSHIP OF BRETHOUR.

FARMERSVILLE, ONTARIO,  
October 29th, 1887.

SIR,—I have the honour to submit the following report of the survey of the township of Brethour, in the district of Nipissing, in accordance with instructions dated May 31st, 1887.

I commenced the survey of this township by running the line in front of the second concession due east from Provincial Land Surveyor Niven's post on the west boundary, and planted the lot posts at every half mile for ten lots—the eleventh being a fractional

one of about twenty-five chains width, and adjoining the boundary line between the Provinces of Ontario and Quebec.

The magnetic declination varied from  $8\frac{1}{4}^{\circ}$  west to  $15^{\circ}$  west generally, but in some parts, as concession six, it was much greater, and subject to fluctuations.

The Blanche River flows through the south-west corner of the township, which point is about twelve miles from the head of Lake Temiscaming.

There are two creeks, Otter Creek and Wrights Creek, of from sixty to eighty links width, falling into the Blanche River. Otter Creek enters the township on the north boundary, flows in a south-westerly course, and leaves it at a distance of about one and a half miles from the north-west corner, to enter again at nearly the same distance from the south-west corner, flowing in a south-easterly course, and finally leaving the township one mile from the south-west corner. It empties into the Blanche one mile farther down. This creek is free from logs, but shoaly, and is generally of a slow current. The bottom consists of clay and gravel. Wrights Creek enters from the Province of Quebec, at about one and three-quarter miles from the north-east corner and soon leaves again; re-enters near the centre of the east boundary, flows south-westerly, and leaves the township with a southerly course, two-miles from south-east corner. This creek has been utilized in the past for "driving" and is now filled up with logs. It is free from shoals, and has a depth from two feet to five feet. Both of the creeks are navigable for small boats or canoes during the summer season until the first of July. Their water is muddy and similar to that of the Blanche River. Their banks have a height of from twenty to thirty feet in the southerly portions, but become more rugged and rise to a height of from fifty to seventy-five feet as you proceed up stream. Throughout almost the entire township there are numerous small creeks—the water of which was always found pure. There are no lakes.

The surface of the country is flat to undulating, with a few hills at the northern and eastern portions.

The timber consists chiefly of spruce, balsam, and tamarac, with scattered birch, cedar, and poplar along creeks. There are very few pine, as will be seen by reference to the timber plan. An occasional black ash and water elm were seen. All the above-mentioned timbers reach a size of twenty-five inches.

In the north-west corner there is a brute fifteen or twenty years old. This portion is now densely covered with tamarac, spruce, balsam, poplar, birch and willow, of from one to three inches diameter.

No economic minerals were met with. The soil consists of clay over the entire area of the township, with a thick covering of decayed vegetable matter, and loam in places. Rock was noticed in six or seven places—only in the form of hills rising to a height of from fifty to seventy-five or one hundred feet.

The only real swamp of any extent lies in the first, second, and third concessions, and even this will be rendered valuable by drainage upon the opening of the county by settlers.

The township is essentially an agricultural one.

I have the honour to be, sir,

Your obedient servant,

(Signed) B. J. SAUNDERS,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 35.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BUCKE.

WEST MONTROSE, ONTARIO,  
October 20th, 1887.

SIR,—I have the honour to report, that in accordance with your instructions, dated May 31, 1887, I have completed the survey of the township of Bucke, in the district of Nipissing.

I am glad to report that the greater part of this township is adapted for agricultural purposes—being a good clay soil, comparatively free of stone and rock. Roads could easily be made to nearly any lot in the township, and, as it is well watered with beautiful spring creeks, will make a very desirable location for settlement.

There are no large streams in the township, the main creeks being a branch of Wahbe's Creek, called the "little Wahbe's Creek," and Mill Creek. The little Wahbe is about thirty links wide, enters the township on lot number one, in the third concession, and leaves it on lot four, in the sixth concession.

Mill Creek enters the township on lot number eleven, in the first concession, and enters into Lake Temiscaming from lot number fourteen in the second concession.

There are only two small lakes in the township, which are traversed and connected with the lines of survey.

The timbes generally along Lake Temiscaming, on concessions two, three, and four is cedar of excellent quality, the balance of the township is timbered principally with poplar, whitewood, tamarac, spruce, and balsam, with in places a thick maple undergrowth.

No indications of the presence of any minerals were observed. The geological formation is principally Huronian.

Along Lake Temiscaming a number of settlers have entered and taken up claims for settlement. On lots twelve and thirteen, in the third concession, C. C. Farr has a clearing of about thirty acres, with a very substantial hewed log house and barn on it. The crops on this clearing looked very well. C. C. Farr has also purchased the mill property and lot fourteen in the second concession from Mr. Piche. This property is a grist mill in good working order, and also a saw mill which will be a great convenience to settlers.

The best mode of access to this township at present is by way of Lake Temiscaming Colonization Company's steamers and tramways up the Ottawa River from Mattawa.

Accompanying this report are plan and field notes of the survey, which I trust will meet with your approval.

I have the honour to be, sir,

Your obedient servant,

(Signed) C. D. BOWMAN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 36.)

## DISTRICT OF NIPISSING.

## TOWNSHIP OF HILLIARD.

EGANVILLE, ONTARIO,

October 28th, 1887.

SIR,—I have the honour to submit the following report of the survey of the Township of Hilliard, surveyed under your instructions, dated May 31st, 1887.

I proceeded by way of Mattawa and Lake Temiscaming, taking the L. T. C. R. at Mattawa. Through the kindness of the agent, Mr. Bouilleaux, myself and party were landed at North Temiscaming, about three miles up the Quinze River. The next day we went by way of Lu Chenaille du Diable and the Blanche River into the Township of Hilliard, and proceeded to make the survey in accordance with instructions, beginning actual operations on July 26th, 1887.

As to the agricultural capabilities of the Township of Hilliard, I feel safe in predicting that at no distant day it will be second to none in the Upper Ottawa valley. The soil in the uplands is a sandy friable clay, easily worked and capable of producing large crops, while in the swampy portions the soil is a tenacious clay covered with a rich vegetable mould, varying in depth from three to fifteen inches, and absolutely free from stone.

The south western and part of the western portion of the township, is a plateau rising about fifty feet above the surrounding country. It appears to be an extension of the ridge that starts from Wahbe's Point on Lake Temiscaming. Although somewhat broken by gulleys, the soil on the plateau is of an excellent quality, and comparatively free from stone, and yields a dense growth of large timber, such as white pine, birch, poplar, tamarac, spruce, cedar, etc.

The timber east of the Blanche River, with the exception of a strip a few chains in width along the banks of said river, and part of lot number twelve, in concessions three, four and six, is a dense second growth of willow, poplar, tamarac and spruce of no commercial value. Whereas a large portion of the township lying west of the river is covered with a luxuriant growth of large and valuable timber, spruce, tamarac, cedar, poplar and white pine predominating.

The Blanche river enters the township in lot number five, concession six, and flows south easterly crossing the east boundary on concession one. It has an average width of about four chains, and is, I consider, navigable, even in dry seasons, for vessels drawing eight feet of water or under.

The water appears to rise very high in the spring, as there are ice marks on the trees fully fifteen feet above low water mark. The rate of the current depends entirely upon the volume of water passing down. In September, low water, it had a mean velocity of about one mile per hour, while in July it was fully two miles per hour.

The eastern portion of the township is perfectly drained by Otter Skin creek, which is on an average about one chain wide, and from one to three feet deep in low water.

No rock formation of any kind, and consequently no minerals were found during the progress of the survey, although there is abundant evidence of an extensive bed of Bog iron ore in the south-east corner of the township.

The Township of Hilliard is one of the finest fields for sportsmen I have ever seen—mouse, cariboo and bear being very plentiful, while the Blanche River is literally overflowing with the finest fish, such as pike, pickerel, chub, eels, cat and white fish. Some of the catfish and pickerel being of an enormous size.

I have the honour to be, Sir,

Your obedient servant,

(Signed) FRANK PURVIS,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,

Commissioner of Crown Lands.

Toronto.

*(Appendix 37.)*

## DISTRICT OF NIPISSING.

## TOWNSHIP OF HARRIS.

CLINTON, ONTARIO,  
December 31st, 1887.

SIR,—I beg to submit the following report of the survey of the Township of Harris in the District of Nipissing, in accordance with instructions dated May 31st, 1887.

The Township of Harris is situated at the north end of Lake Temiscaming on the Upper Ottawa River, and immediately adjoining the boundary line between the Provinces of Ontario and Quebec, and bounded on the west and north by the Township of Dymond and Casey respectively.

Before beginning my survey I trained my chainmen on the boundary line between the Townships of Harris and Dymond in order to have my chainage agree with that of the outlines.

I commenced operations at the front of the third concession at a post placed by Provincial Land Surveyor Alexander Niven on the line between the Townships of Dymond and Harris, and projected the line in front of the third concession all the way across Wahbe's Point, due east astronomically and then ran the various side lines and concession lines from it using that line as a base for the whole southern and part of the northern part of the township.

With the exception of the low lands at the mouth of the Blanche River and the lowest portions of the lands on the creek emptying into the head of the lake about two miles north-west of the mouth of the Blanche River, the Township of Harris is composed of first class farming lands, being timbered with spruce, tamarac, birch, balsam excellent cedar, a great many of the latter being three feet in diameter and of very fine quality, some hard maple and red and white pine. Wahbe's Point, which runs out into the lake between Wahbe's Bay and the bay at the mouth of the Blanche River, is very high and steep on the east side, one hundred and seventy-five feet in some places, and falls gradually to the west, where the hill on the east side of Wahbe's Bay is not more than thirty feet in average height.

The soil is clay loam and a clay sub-soil Huronian rock underlying, sand loam overlying. Clay sub-soil is found in the north-west portion.

Numerous springs are found along the shores of the lake, and some creeks run westward into Wahbe's Bay.

The Township of Harris, though better timbered, is composed of land exactly similar to that in the township of Duhamel and Guignes on the Quebec side of the lake.

These townships have been under the control of the Lake Temiscaming Colonization Company for some years, and in 1885 there were thirty-seven families resident on their lands, having sixty-seven buildings constructed, and one thousand and ninety-seven acres under cultivation, and as may be seen from the report of the company, the returns to the farmer in this district are just as good as in any part of Ontario. Hay and oats are of course their chief crop at present, as they have no market for other produce. The lumbermen in this district buy all their hay at about thirty dollars per ton, and oats at a correspondingly high figure.

The facilities for reaching the locality, compared with the manner in which the older settlements were populated, are good, but having heard the favourable reports of other surveyors who have been at the upper end of Lake Temiscaming and having a fair idea of the extent of the good land that will be soon opened for settlement, I have no doubt that before long the James Bay Railroad, which is intended to pass near the head of the lake, will be completed, and will be a great improvement on the present system of transportation, which has too many of the properties of a monopoly to be at all satisfactory, and is not on a large enough scale to be adequate for the conveyance of agricultural products, and again on account of the number of times freight has to be handled and the manner in which such handling is done.

Lake Temiscaming is, I am informed by parties who have resided on it for the last fourteen years, about three feet on an average higher than it was some few years ago. Places on the shore of the lake where hay was cut at that time are now always under water. I have heard a reason given for the rise in the height of the water, but not being assured of its correctness I would not like to place it in this report.

The islands at the mouth of the Blanche River are completely submerged at high water, with the exception of part of the clearing on Rempnouix Island.

At the mouth of the Blanche River, and on both sides of it, the timber is, elm, maple, birch, black and rim ash, spruce and tamarac, cedar and oak, the two latter growing to a large size; further up the river the oak disappears.

The Township of Harris is, I consider, admirably adapted for agriculture and timbered with such woods that render the land easily cleared, and although in the more southerly portions of Ontario land on which tamarac, spruce, balsam and cedar grow is not considered of much value, in this district the reverse holds good. I understand that Mr. C. C. Farr, of the Hudson's Bay Company, contemplates starting a saw mill on the Ontario side of the lake, which will be a great boon to intending settlers, as at present lumber is very difficult to get, although there is now one saw mill near the head of the lake.

The lake and rivers abound with fish and the forests are full of game; at present this portion of the country is a sportsman's paradise.

I have the honour to be, Sir,  
Your obedient servant,

H. B. PROUDFOOT,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 33.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF CASEY.

CLINTON, ONTARIO,  
December 31st, 1887.

SIR,—I have the honour to submit the following report of the survey of the township of Casey, in the district of Nipissing, under instructions dated May 31st, 1887.

The township of Casey is bounded on the north by the township of Brethour, on the east by the Inter-Provincial boundary, on the south by the township of Harris, and on the west by the township of Harley. The south boundary of this township is about three miles up the Blanche River from its mouth at the head of Lake Temiscaming. The river traverses it in a south-easterly direction, entering at the north-west angle and leaving about three-quarters of a mile west of the south-east angle.

Having the boundaries of the township surveyed by your department greatly facilitated the work of sub-division.

I trained my chainmen on the south boundary, having them chain about two miles westerly from the Blanche River, so that by making the proper allowances, I was able to have the chainage in the interior of the township agree with that of the boundaries.

Operations were commenced by running the meridian north from the south boundary and by turning off angles from the posts planted by Provincial Land Surveyor A. Niven on the east boundary. Three observations were all that I found necessary to take in the survey of the township.



As instructed, I examined all the stone monuments planted by the Boundary Commissioners on the Inter-Provincial Boundary, between the provinces of Ontario and Quebec, for the six miles that it forms the easterly boundary of this township, and found some of them down which I straightened up in place and fixed as firmly as possible—the stones being so short, however, that to do the work properly they would have to be sunk out of sight in the moss and soft and wet black soil.

With the exception of a few hundred acres of high land in the south-easterly portion of the township, the land is a level flat, mostly spruce and tamarac swamp, in some places very wet and in others nearly dry ; but all excellent agricultural land, as I did not see any that could not be easily cleared and drained. In fact, I think that most of the swamps are caused by the extra height of the land on either side of the present drainage outlets—the Blanche River and its tributaries—into which the whole township could be easily drained.

The subsoil is clay with good clay loam and black muck overlying.

The hills shown in the first and second concessions are very stony, with a slightly sandy soil, the top of the hill the second concession being almost bare rock.

I consider the township well adapted for agricultural pursuits, and with the facilities afforded by the Blanche River, one of easy access to intending settlers.

Accompanying this report are the plan and field notes of the township.

I have the honour to be, Sir,

Your obedient servant,

(Signed),

H. B. PROUDFOOT,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 39.)

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# REPORT

OF

## THE SUPERINTENDENT

OF

# COLONIZATION ROADS.

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To the Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honour to report the work accomplished under the Colonization Roads' branch of your Department during the year 1887, and which embraces more than one hundred and sixty undertakings in various sections of the Province.

The departmental expenditure was \$122,974.78, for which sum 200 miles of roads were constructed and 394 miles repaired, besides the building of 20 bridges of various sizes and the repairing of about 25 others.

As the sum granted by the Legislature for the works of 1887 was \$117,550, the over-expenditure will be seen to be \$5,424, and was largely on account of extra work due to damages to bridges and roads by bush fires, and in some cases spring floods.

The following are the works :—

### NORTH DIVISION.

#### BASE LINE ROAD.

A work on the line between the townships of Prince and Park, amounting to one mile and a half of construction.

#### BASSWOOD LAKE ROAD.

Continued from last year's operations along the west side of the Mississaga River to the line between lots two and three, in Wells township; thence north to the third concession, and thence again west, to lot number seven, a distance of between four and five miles.

There remains yet about one mile of construction in order to reach its point, Grand Portage Road, which should be finished next season.

#### BRIGHT AND GLADSTONE ROAD.

A work to connect the two main roads in that part of the Bruce Mines District, namely: Thessalon Road and Mississaga Road.

It is two miles in length beginning at the south end of lots three and four, of concession six, Bright township, and continued from thence north, half a mile to Mud Creek, which was bridged with a structure eighty feet long, and the road produced northward through the sixth concession, and the first concession of Gladstone. A most useful road.

#### CLARK'S BRIDGE.

This structure is now in course of building, but not yet completed. It is over the Thessalon River, on the Rose and Lefroy Road.

#### COCKBURN ISLAND ROADS.

About four miles of repairs, and a mile and a quarter of new road, were made on the Island, on three different roads; the first being upon what is known as the twelfth line, which was repaired over two and a half miles; secondly, the fifteenth side line, which was a mile and a quarter of new work; and the last, about a mile and a half of repairs, on the tenth side line; a large amount of work for the money spent.

#### COFFIN ROAD.

Of the grant of \$1,000 made last Session for repairs, only about \$350 were spent upon it, as the condition of the road from Otter Tail Lake to Bruce Mines, and which is a continuation of the above road, required a considerable outlay to make it fairly passable. The greater part of the balance of the grant was therefore used for this purpose.

The length of these repairs was in all about nine miles, or four and a half miles upon each road.

#### COYNE'S ROAD.

A road commenced in the year 1885, at the south boundary of the township of Rose, and continued each following season.

It is now over ten miles in length, having been built this year to the third concession of the township of Galbraith, three miles; its course being north, or parallel with the township lines, from the end of last year's work.

#### GRAND PORTAGE ROAD.

Extended this season two and a half miles, namely, from the south half of lot nine, concession four, Wells township, northward three-quarters of a mile; thence eastward half a mile; thence again north half a mile; thence eastward a quarter of a mile to the river; and from thence again north half a mile.

Of the grant, \$35 were spent in repairing the portion made last year.

#### GREAT NORTHERN ROAD.

Repairs were made upon this road in connection with those on Coffin Road and that from Bruce Mines. Heavy traffic and teaming in consequence of railway construction made these improvements necessary, as the roads were reported in many places impassable. These repairs extended over four and a half miles.

#### HURONIAN MINES ROAD.

This is a highway into the township of Moss, to assist in developing mining and agricultural industries in that region, and to enable mining operators to get in supplies, material and machinery for developing the mines. The road is from Barril Portage on Lac des Milles Lacs to a point about one mile south of Iron Lake, in the above named township, a distance of fourteen miles. There are yet nearly five miles to construct before the mines are reached, but it is understood that from the end of the present road the mining companies will for the present make, at any rate, winter communication with the mines.

The first seven miles of road made are through a rough broken country, but the remaining distance is through a better district, containing some very fair agricultural land.

## MANITOULIN ISLAND ROADS.

Thirteen miles have been constructed and thirty miles repaired on the Island, upon eighteen different roads, namely:—BARRIE ISLAND ROAD AND BRIDGE, upon which \$115 were expended in opening up the road allowance between lots 5 and 6, in the third concession of Barrie Island, to meet the road to the bridge which connects with Manitoulin Island, a distance of one and a quarter miles; and upon the bridge \$160 was spent in repairing and strengthening it.

On the BIDWELL AND GREEN BAY ROAD, two and a half miles of repairs were made, and the connection between Manitowaning and Green Bay thereby very much improved. Again, on the CLOVER VALLEY ROAD, three different sections were wrought over, one being half a mile of new work to avoid a bluff rock on lot 28, concession 6, of Assignac; the second being the improvement of a steep hill on TEN MILE POINT ROAD; and thirdly, the removing of rock, with other repairs, near Shequindah Village. For this work the municipality gave \$25 in cash and an equal sum in labour, so that the cost to the Department is only about \$128.

THE GORE AND PROVIDENCE BAY ROAD was repaired over three miles in the Township of Campbell, at a cost of a little above \$300; and the KAGAWONG AND MCARTHUR ROAD was made anew from the Gore and Providence Bay Road, on lot 19, concession 2, Campbell, easterly through lots 18, 17 and 16 to the town line of Allan township, a length of nearly a mile and a quarter, at a cost of about \$116.

THE LAKE WOLESLEY ROAD, at a cost of \$1,000, was made between concessions 11 and 12 of Robinson, from lot 21 to lot 32 inclusive; and five miles were repaired in the townships of Mills and Burpee; while on the LITTLE CURRENT AND WEST BAY ROAD, repairs costing \$340 were extended over three miles of the road, from lots 20 and 21, concession 10, of Bidwell township, westerly.

MILLS (7 AND 8 CONCESSION) ROAD was constructed from the road allowance between lots 10 and 11, westward two and a half miles, at a cost of \$470; and MILLS (10 SIDE LINE) ROAD was made through the seventh and eighth concessions a mile and a quarter, for about \$120.

MINDEMOYA ROAD is one and a quarter miles, constructed between lots 15 and 16, through concessions 5 and 6, of Carnarvon township. It was at one time thought impossible to make a road on this line, but deep ditching and draining has made an excellent road, although at greater cost than usual, the outlay being a little over \$700.

About three-quarters of a mile was also built on what has been called MINDEMOYA AND EAST SHORE MCPHERSON ROAD, and being from lot 23, concession 10, Carnarvon, southerly along the Lake Shore, so as to connect with West Bay Road. This latter work cost \$115.

ON MUDGE AND WEST BAY ROAD work was done in two sections, one portion being through concessions 10 to 14 inclusive, of Billings, and between lots 20 and 21, and the balance on lot 12, in improving a hill known as "West Bay Bluff;" the whole representing three and a quarter miles of repairs, costing \$230.

A bridge over a stream on lot 5, concession 10, Gordon, was built, and half a mile of road improved, for the sum of \$170, the work being designated NORTH OF SCOTLAND ROAD AND BRIDGE.

PROVIDENCE BAY ROAD was repaired from Manitowaning and Michael's Bay Road, westward towards Providence Bay, at a cost of \$400 for the eight miles wrought over. The fires of 1886 had destroyed nearly all the bridges and crossways on the road, but the outlay this year, and nearly an equal amount last year, has restored the road and made it again travelable.

Another work, called PROVIDENCE BAY BRANCH ROAD, is that between lots 10 and 11, of Carnarvon, from the Providence Bay Road southerly to the thirteenth concession, one and a quarter miles, and cost about \$100; and again, on SANDFIELD (2ND AND 3RD CONCESSION) ROAD, from lot 7 to lot 14 both inclusive, one mile was constructed and one repaired, at total cost of \$330.



SUCKER CREEK ROAD is a small work begun between concessions 4 and 5, of Howland, and continued southward between lots 25 and 26 to concession 2; and from thence westward to lot 28, one and three-quarter miles of a road, which the settlers had cut out some years ago. The last mentioned work cost \$100, and finally \$70 were spent on the road allowance between lots 15 and 16, of Tehkummah, in repairing two and a half miles, from Manitowaning and Michael's Bay Road, northward.

#### MISSISSAGA ROAD.

This road is from Blind River, Bruce Mines District, to the Mississaga River, in a pretty direct line, a distance of about four miles; and from thence it follows up the stream on its easterly side, and is now within five miles of the Mississaga River iron bridge, built last year. This season twelve miles were constructed, leaving five yet to be made. It is a most valuable road for all general purposes, and should be completed next season.

#### PARKINSON ROAD.

This road was continued a further distance of two miles from the end of last year's work, now terminating in the first concession of the township of Parkinson, and between lots 4 and 5. The work was excessively heavy.

#### POINT DE MEURON ROAD.

Six and a half miles opened from Murillo Road to about a quarter of a mile west of Slate River. It became necessary to spend more than the grant made for this work when it was found that until Slate River was reached and bridged, settlers could not avail themselves of the road.

#### RABBIT MOUNTAIN AND WHITE FISH LAKE ROAD.

Ten miles of this road, which, in my report last year, I mentioned as having been cut out sufficiently for winter traffic, have this season been completed as a good waggon road to Silver Mountain.

A branch road three and a quarter miles long was also made from the main road into Rabbit Mountain upon a location in Paipoonge, examined and selected as most suitable in the interests of agricultural as well as mining interests. It is from the  $7\frac{1}{2}$  mile post northward approximately on the line between concessions C and D, and while an excellent location it was expensive to build, being heavily wooded.

The Rabbit Mountain Mining Company gave a cash subscription of \$800 towards this branch road.

#### RAINY RIVER ROAD.

A little more than fourteen miles of road have this season been made, following generally the original survey and location to about three miles below what is known as Pither's farm, on Rainy River.

Through the Indian reserve, contracts were given to the Indians, and the work is said to have been well performed by them.

#### RAT PORTAGE AND KEEWATIN ROAD.

Over two miles of road made from Keewatin towards Rat Portage as a good waggon road. It is mostly on the north side of the Canadian Pacific Railway line, but crossing the track near Bulmer's Mills to unite with the pier bridge which was built last year over one of the mouths of Winnipeg River.

#### ROCK LAKE BRANCH ROAD.

About one mile of road on the sixth concession line of Plummer, in the Bruce Mines District. A small balance is still due on the work.



### SPANISH RIVER ROAD.

A small grant given to open a road in the township of Shedden to the railway. The work was begun late in the fall, and is not yet fully reported upon.

### ST. JOSEPH ISLAND ROADS.

For the expenditure of \$2,653.58 six miles of road have been well constructed and half a mile repaired, the works being the following:—V and I line, where work was begun at the Hilton Road between lots 1 and C of concession 17, and from thence northward between these two lots and through the said concession, thence westerly between concessions 5 and 17 to that between V and K thence northward in a right line to the north angle of lot 25 concession I, and thence south-westerly between concessions H and I to lot 20, meeting the work of last year, and thus opening a road through a good section of country and an important one for the people. Its length is three and three-quarter miles, costing \$1,640.

A second work is on D line, which was repaired through concession A, and opened through Huron concession, the road itself being between lots 15 and 16 of these concessions, and costing about \$480 for half a mile of new road, and a little more than the same length of repairs.

The third work was on the A line, along the westerly limit of concessions I and K, and is one and a quarter miles of new work made for \$520.

The work on the Island is spoken of in the highest terms of praise.

### THESSALON ROAD BRIDGE.

This is the bridging of a very bad ravine near the railway crossing at Thessalon. The structure is crib work about 100 feet long and 15 feet high in the centre. The cost is \$397.50.

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### WEST DIVISION.

#### AH-MIC LAKE BRIDGE.

This bridge is built upon a site selected, after careful examination, as in every respect the cheapest and most desirable in the interests of the district and settlement. It is across the "Narrows" between Ah-mic and Neighic Lakes on lot 15, concession 5, of Croft. The bridge is 207 feet long, having two main openings of 50 feet each, and is high enough above the water to allow navigation between the two lakes. The cost is a little over \$800 for the structure, and, with the balance of the appropriation, about a mile of road was opened to the bridge. A balance is still due on account of \$280, or thereabout.

#### ALSACE ROAD.

This road is now opened from the Rosseau and Nipissing Road to Himsworth Station, on the Pacific Junction Railway, and will be of immense value to a large district. The work this year was between lots 25 and 26 through concessions 11 and 12 of Himsworth, and from thence east between concessions 12 and 13 towards Powassan, and to a bridge built by the Department about five years ago. The length made is two miles.

#### BAXTER ROADS.

The sum of \$500 was spent in making repairs over six and a half miles of roads which lead to the settlers of the township of Baxter.

### BLACK CREEK BRIDGE.

In consequence of defective approaches this bridge was not available for traffic, but it is now put in good order, and at the small cost of \$70. It is on the Peterson Road, in the township of Oakley.

### BOOTH'S BRIDGE

Is over a stream on the Westphalia Road, and on lot 4, concession 3, of the township of Gurd. It was originally built by the settlers, and, therefore, as may be supposed, was neither elegant nor durable. It was carried away by the spring floods, and traffic on that portion of the road suspended. The new bridge is a substantial one, in length 100 feet, with a centre span of thirty-seven feet. Ninety feet of approaches averaging a depth of five feet were also made of permanent material, so that the total cost, \$383.83, is remarkably low.

### BRENNAN'S BRIDGE.

When completed, this bridge will be mainly an 80-foot Queen post truss, and about 120 feet in length over all. It is now being built over South River, on lot 6, concession 14, in the township of Joly, as a portion of Eagle Lake Road, for which \$800 was granted last Session; but owing to the difficulty experienced in deciding upon a satisfactory location, the work was delayed.

### BRIDGE REPAIRS (PARRY SOUND DISTRICT).

Ten bridges were repaired for the sum of \$1,356.34, namely:—Powassau bridge, at a cost of \$115.46; South River bridge, \$256.16; one on the Rosseau and Nipissing Road, \$71.97; one on the North Road, for \$87.67; that called Nipissing bridge, costing \$430.15; Boyne Creek bridge, at an outlay of \$43.22; a small one on Strong, 30 side line, for \$21.24; another at Dunchurch, for \$12; a pretty large one built anew at Commanda, on the Rosseau and Nipissing Road, for \$282.34; and one called Barrett bridge, repaired for \$36.13. The work in all these cases was done to save the structures and preserve traffic over the roads.

### BRUNEL ROAD.

Repairs on this road from the road allowance, between lots 15 and 16, Brunel, to lot number 23, a length of nearly two and a half miles. The work, as reported, was heavy and expensive, and that an excellent job was done. The road leads to the Utterson Station on the railway, which is the station for a large district.

### BURK'S FALLS ROAD.

Two miles of substantial repairs were made from lot 14 to lot 22, between concessions 8 and 9, of Armour township, and which had previously been roughly opened up by the inhabitants. In addition, one and a half miles were built, from the above named lot 22 southerly through lots 23 and 24 to the blind line, between concessions 7 and 8; and from thence, eastward on the said blind line to lot 27. An over-expenditure of nearly \$150 was incurred in order to complete the road through a bad swamp, so as to let settlers out and in.

### BURK'S FALLS STATION ROAD.

A road connecting between the railway station and the steamboat landing at Burk's Falls. The grant was made to supplement the efforts of the residents who had spent a good deal of money upon the road, but in consequence of a bridge over the Maganetawan River, which required a considerable sum to repair, they represented themselves as unable to complete the work. They, however, contributed and handed over to the Department

\$100, in order to finish and open the road sufficiently for traffic. The Departmental expenditure is therefore about \$400, including the bridge repairs.

#### BURPEE ROAD,

Which is a continuation of that commenced a few years ago, was this year begun on lot 11, concession 8, Ferguson township, and continued north to the town line between Burpee and Ferguson; and from thence, again northward through lots 10 and 11, concession 1, Burpee, and part of lot 9, in the second concession—a length altogether of two and a half miles. The road now ends at the mouth of Shawanaga Lake.

#### CARLING ROAD,

Produced from where work ended in 1884, namely:—Lot 19, in the second concession of Carling, westward to lot number 30, between the first and second concessions—a length of three miles. The construction upon the blind line was found to accommodate settlers better than by following the road allowance.

#### CARDWELL JUNCTION ROAD.

Two and a half miles repaired, including a deviation of half a mile. The work was from lot number 4, in the first concession of McMurrich, to lot number 6, on the town line between Perry and Chaffey. This is an important highway, and ought to receive a grant of about \$800 to properly open the road to Novar station, on the Pacific Junction Railway.

#### CARRINGTON ROAD.

A little over a mile and a half was built in this instance, beginning between lots 30 and 31, in the tenth concession of Foley, and extending southward to the eighth concession; and from thence through lot 30, the balance of the length wrought over. The road begins about two miles east of Parry Harbor, and was opened many years ago as a winter road.

#### CHRISTIE ROAD.

This work was chiefly the building of a bridge or high crossway over Ten Mile Creek, a tributary of the Saugeen River. The length is 395 feet, and it is elevated about five feet above the ground so as to avoid damage by flooding.

#### DEE BANK AND THREE MILE LAKE ROAD.

This is largely a bridge work, and cost more than the estimated value on account of the difficulty in procuring sufficient timber. The bridge, with approaches, is 111 feet long, and the whole work is of a most permanent character.

It is about lot twenty-three, between the eighth and ninth concessions of the township of Watt.

#### DISTRESS RIVER ROAD.

This is the production easterly of the road between concessions ten and eleven, of Joly, from lot thirteen to the Joly Road, between lots fifteen and sixteen, to connect these two roads and make each available for traffic. The length made was three-quarters of a mile, and is a very useful work.

#### DRAPER AND GRAVENHURST ROAD.

This road is between lots five and six of Draper township, and the work this season was from the road allowance between concessions five and six southward to the township



of Ryde. This portion of road, four and a half miles long, had been made by the Government previously, but was in an unfinished condition, and very much out of repair.

#### EAGLE LAKE ROAD.

A grant of \$800 was given for this road, but was not expended in the way contemplated, on account of the difficulty experienced in deciding upon a location which would best serve the public and advance the settlement of the district.

During the delay, Eagle Lake Bridge, which is upon the same road, became damaged and required the expenditure of \$88.75 to repair it; and at a later date it was decided to build a bridge over the South River with the balance of the appropriation, and which is specified in the report under the title of Brennan's Bridge.

As a fact, two settlements should be developed, and one road cannot satisfy the requirements, on account of the difficulty, or rather the cost of building bridges over the river, so that more money is evidently wanted to meet the circumstances.

#### FERGUSON ROAD.

A road began last year on the Lorimer Lake Road, and this season commenced on the Northern Road, and made to meet the previous season's labours.

It was begun on the Northern Road at lot nineteen, road survey of McKellar township, and continued from thence across lots thirty-three, thirty-four and thirty-five, of concession eleven; thence northerly on the town line between Ferguson and McKellar to the road allowance between concessions four and five of Ferguson; thence westward across lots one, two, three and four; thence northward on lot five to about its centre, and from thence west to lot six, where it joins the Lorimer Lake Road, on concession five, a length of four miles, of which three were new, and one mile of repairs. This road is reported as a most valuable one.

#### GOLDEN VALLEY ROAD.

A mile and a half of new and very permanent work, produced from lot number thirteen to lot nineteen, between concessions eight and nine, of the township of Mills; and in addition the road was chopped out and cheaply graded as far as the Mills Road, on lot twenty-five, concession ten, so as to make a connection, and allow settlers its use, for winter purposes at any rate. A farther expenditure is requisite to complete the work, as it is an important highway for a large district.

#### HAGERMAN AND CROFT ROAD

Is on the town line indicated by its name, and was built or improved from Junction Number Three, or Ah-mie Harbor Road, southward, one and a quarter miles. To increase its value to settlers it should be continued at least three miles further, to the Croft Road.

#### HIMSWORTH ROAD.

The Himsworth Road proper, which is on the road allowance between lots twenty and twenty-one, of Himsworth, was improved through concessions thirteen and fourteen, chiefly in fixing bridge approaches; the balance of work being the opening and improving of the road between concessions twelve and thirteen of Himsworth, and four and five of Nipissing, from lot twenty-five, of the first named township, westward, to lot six of Nipissing, uniting at this latter point with the Muskoka Road, and opening a fair line from Nipissing Village to Powassan and the railway.

#### HIMSWORTH No. 2 ROAD.

This is a most important connection between what is known as the Gurd Settlement and the Westphalia Road, near Trout Creek Station of the Pacific Junction Railway, and I believe will be the means of rapidly developing portions of the township of Himsworth.



The road is between lots twenty-five and twenty-six, through concessions three to six, both inclusive, a length of two and a half miles, about one-half of which was a heavy, wet swamp, which had to be ditched and crosswayed throughout.

#### JOLY ROAD.

Constructed between lots fifteen and sixteen of Joly, from Distress River Road, (between concessions ten and eleven), southward, two and a quarter miles. South River crosses this road and was bridged with a very substantial structure, but at a cost of nearly \$200 above the original grant.

#### JUNCTION No. 2 ROAD.

Work begun in the tenth concession, between lots ten and eleven, of Humphrey, and repairs extended north to the town line of Christie, other repairs were made from lot eighteen, concession one, Christie, northward, to Maple Lake, concession four; in all a distance of five miles. It is a most useful road.

#### JUNCTION No. 3 ROAD.

This short road of four miles is an important one, being the only way to Ah-mic Harbor, the steamboat landing and business artery of a large district. It was well repaired throughout at the small cost of \$503.97.

#### KEARNEY No. 2 ROAD.

Made on the town line between Proudfoot and Bethune, from lot nine to the centre of lot sixteen, a length of two miles.

Deviations were made from the town line which passed through lots thirteen, fourteen and fifteen, of concession one, Proudfoot.

This road should be continued eastward.

#### LAKE SHORE ROAD.

This was little more than a trail, through a rough and broken country, and is from lot thirty-two Monck, through a route selected by the municipality to the Port Carling Road. The length made was three miles, and reported as being well done and of value to certain settlers, who are now able to reach the lake navigation.

#### LEG LAKE ROAD.

This road is one from the Musquosh Road westward, into the township of Wood, beginning about lot twenty-eight of Muskoka township, and ending on lot number three concession thirteen, of Wood township, passing through lot D of the same concession.

The object of the work is to reach what is known as Patterson's Settlement, and which is about three miles west of the present terminus. One and a-half miles were made this season, and the first portion of the road somewhat improved. The whole road is through a generally rough and broken district.

#### MACAULAY ROAD.

Repairs between Baysville and Bobcaygeon Road from lot 26, concession 9, to lot 20, concession 11, Ridout, three and a-half miles. The road is a valuable one, but was almost impassable before this year's outlay.

#### MAGANETAWAN ROAD.

About four miles of repairs made from lot number 6, of Strong, to lot number 12, of Ryerson or Chapman, the road being practically on the town line between the townships last named.

This work was exceedingly heavy in consequence of the stony character of country, but was well done throughout, as I can testify from personal inspection.

#### MANITOWABA BRIDGE.

A new bridge over the North Seguin River, or outlet of Manitowaba Lake, and is on lot 35, concession 4, of McKellar.

The structure is 180 feet long, comprised of six spans or openings, the greater one being 40 feet. The original bridge was built about twenty years ago, and was entirely worn out and unsafe. This bridge is on the line of Junction No. 2 Road.

#### MILLS AND WILSON ROAD.

Work was begun on the town line between Mills and McConkey, on lot number 6 and the road constructed from thence westward to lot 17, which, with the deviations from a straight line, makes a length of three miles.

It is through a fair settlement, and opens up a good district for agricultural purposes.

The deviations above mentioned are on lots 13 and 15, of Wilson; in one case to avoid a heavy swamp, and in the other a large rock.

#### MONCK CENTRE ROAD.

This road is between lots 15 and 16 of Monck township, from the north town line southerly. It was a heavy and expensive piece of work throughout, and the grant was insufficient to complete it to the Lake Shore Road as was intended, while that now made, one and three-quarter miles, is valuable to those living in the township of Watt.

#### MONCK 5 AND 6 SIDE LINE ROAD.

A small grant was given to assist in opening this side line from the Port Carling, Road to the 11th concession, and from thence eastward to the concession line across lots 5 and 4, about half a mile.

#### MONTTEITH AND PERRY ROAD.

The westerly portion of this road was changed last year, for three and a-half miles, in order to avoid a rough, impracticable part.

Two miles and a-half of this distance were, this season, made into a good general road, leaving the balance yet to be finished.

At the east end of the same road an extension was made eastward into Bethune of nearly one and three quarter miles, namely, from lot 26 to lot 31, and on the road allowance between concessions 10 and 11, or nearly so.

#### MUSKOKA ROAD.

Work begun at Eagle Lake Road, which is at this point between concessions 2 and 3 of Machar, and built northward on the side road between lots 10 and 11, one and a-half miles; after which, for the purpose of making the work available to settlers, the 4th and 5th concession line was opened westward one and a-quarter miles.

The first portion was work of the heaviest description, costing much above the usual rate per mile, and therefore almost beyond the ability of settlers to construct.

In the township of Morrison, the sum of \$340 was given to assist in repairing bridges along the road, and in some cases renewing them altogether. This latter expenditure was made under the management of the municipality, and is understood to have been very well performed.

### MUSQUOSH ROAD.

Repairs were made over three different portions of this road, consisting chiefly in renewing some forty rods of crossway and raising the road bed in various places above high water, so as to avert the annual flooding which used to occur. The Muskoka Mill and Lumber Company contributed the sum of \$66.50 in cash towards the repairs.

### NEW JERUSALEM ROAD.

A new work commenced at the Rosseau and Nipissing Road on lot 154; thence through this lot to meet the road allowance between concessions 12 and 13, on lot 5, of Lount; thence through lots 5 to 1 inclusive, in the 13th concession—a length of about two miles. The work throughout was heavy and expensive, and although an additional \$200 was given, it has not yet reached the settlement which the work is intended to serve, and should be produced yet farther eastward.

### NORTHERN ROAD.

Four miles repaired from Waubamic to the town line of McKellar, and the work highly spoken of.

### NORTH RYERSON ROAD.

Repairs made over three miles, from Spence, on the Rosseau and Nipissing Road towards Midlothian, in the townships of Spence and Ryerson.

### NOSBONSING ROAD.

The object of this work is to give the settlers at Nosbonsing Lake a road to Calender Station, on the Northern & Pacific Junction Railway, as they are at present without an outlet of any kind except by water. The appropriation of \$800 was spent in making somewhat over three and a half miles, beginning on the Nipissing Road at Burford's Creek, about lot 3, concession 16, of Himsworth, and extending towards the lake, on a well selected line through a rough, broken country. The work should be continued.

### ORANGE VALLEY ROAD.

Nearly four miles repaired, including repairs to several bridges, which the spring freshets had injured.

### PARRY SOUND ROAD.

Repaired from near Parry Sound to the road into Port Cockburn, about eighteen miles; the chief work being repairs to bridges, culverts, and upon hills which water had washed out.

### PETERSON ROAD.

This work was the removal by blasting of about 200 cubic yards of rock above "High Falls," on the south branch of the Muskoka River, which dammed the water and flooded the Peterson Road to such an extent annually as not only to impede travel, but to make it absolutely dangerous. It is expected that the action taken will largely correct the above difficulty. The municipality of Draper and Oakley gave \$50 towards the work.

### ROSSEAU AND NIPISSING ROAD.

\$100 spent in making some necessary repairs upon bridges and culverts between Mecunoma and Nipissing.



### RYDE ROAD.

This portion of the Ryde Road is between Rama and Dalton, and has this season been made from the Dalton and Washago Road southward five miles to Head River as a good winter road. A spur one-third of a mile in length was also made eastward between concessions 7 and 8, of Dalton, into a settlement of fifteen to twenty families. This is an important connection and will save a great many miles of extra travel to the settlers.

### RYDE CENTRE ROAD.

This road is between lots 5 and 6 of the township of Ryde, and the season's work the construction of two and three-quarter miles through concessions 3 to 10. In this, as in many cases this year, bush fires which were so prevalent, caused the loss of much time in protecting bridges and crossways and sometimes protecting settlers in their homes.

### SEGUIN FALLS BRIDGE.

This bridge, with another, called Seguin River Bridge, are two structures on the Rosseau and Nipissing Road which were substantially repaired. The first being raised nearly four feet on account of high water and flooding, and the second replanked and otherwise renewed.

### SINCLAIR ROAD.

Repairs on the southerly end of this road, beginning at the Muskoka and Bobcaygeon Road, and being through concessions 2 to 5 of Sinclair.

### STEPHENSON TOWN LINE ROAD.

An expenditure of \$85 incurred in taking out timber and iron of a bridge on this road which fell into the water, and which it was thought well to save.

### STISTED SWAMP ROAD.

Eighty-five rods of crosswaying built opposite lots 5 and 6, between concessions 4 and 5 of Stisted. The money devoted to this work was not sufficient, but the settlers assisted in the completion of the crossway.

### TROUT CREEK BRIDGE.

A bridge over Trout Creek, on the line of Westphalia Road, lot 33, concession 3, Himsworth. It is 150 feet long with a main span of 80 feet in the clear. The abutments are 10 feet by 16 feet, and 17 feet high, filled with stone. The inspector says it is without doubt one of the best bridges in the district.

### WESTPHALIA ROAD.

The work this season was begun at the railway—lot 24, between concessions 2 and 3 of Himsworth, and continued between the two concessions named, westward to lot 29, when in consequence of the impracticability of the road allowance the road was diverted northerly, passing through the fronts of lots 30, 31, 32 and part of 33 to Trout Creek, where a bridge was built, and more particularly referred to under the title of Trout Creek Bridge. It is two miles and a half of heavy work.

This is one of the most important roads in Parry Sound District, as when opened westward to meet the portion now built it will be a leading highway for a great many townships.



## EAST DIVISION.

## ADDINGTON ROAD.

Eleven miles of repairs made, from the village of Cloyne southerly, within three miles of the Canadian Pacific Railway crossing of the road. This portion is now said to be in splendid condition.

Upon the road north of Massanoga Lake, three bridges were repaired, one being over Mallory's Creek or Mill Stream, which is really a new structure one hundred feet long ; the others being that over Massanoga River and one over Louse Creek. About half a mile was also made as a diversion of the Mississippi Road.

## ADMASTON ROAD.

Work from Richardson's Mill, lot number 8, concession 2 of Grattan, to lot 19, concession 10 of Admaston. Four miles of repairs.

## ALGONA AND HAGARTY ROAD.

From about five and a half miles west of Eganville repairs were extended some six miles westerly.

## ALGONA (TELEGRAPH) ROAD.

Three and a half miles repaired from five and a half miles west of Eganville in a south-westerly direction over the road.

## ANSTRUTHER ROAD.

This road, which is in reality a diversion in lieu of the Burleigh Road, was begun about four years ago. This grant was used for general repairs over its whole length of about eleven miles.

## BEACHBURG AND COBDEN ROAD.

A road leading from the Village of Beachburg, in the township of Westmeath, to the Village of Cobden, on the Canadian Pacific Railway, ten miles in length. Three miles of this length were repaired from Beachburg south-westerly.

## BEAR LAKE ROAD

Is on the tenth and eleventh concession road of Glamorgan, extending from the Burleigh Road easterly. The length made is one and three-quarter miles, which may be called new work, as previously it was but a settlers' trail.

## BOBCAYGEON ROAD.

From Kinmount northward fire had almost entirely destroyed several miles of the road, rendering traffic impossible, and the expenditure made was an absolute necessity. The repairs, or more properly renewals, were between Kinmount and Minden, three miles, and north of Minden two and a half miles—the former costing a little less than \$800, and the latter about \$470.

## BONNECHERE RIVER ROAD.

A road on the north side of Bonnechere River. The portion made this year is new, and made first from Eganville to the sixth and seventh concession line of Wilberforce a mile and a quarter ; and again, on the last named line, from that between lots 8 and 9 easterly half a mile.

## BROMLEY 9 AND 10 SIDE LINE ROAD.

This work is on the side line indicated through concessions 6, 7, and 8, two miles, chopped 30 feet wide, grubbed and graded.

## BUCKHORN ROAD.

This road was repaired in three different sections, as follows:—1. Five miles and three-quarters on the town line between Glamorgan and Cavendish, which had become overgrown with small timber and brush shutting out wind and sunlight, both of which are necessary for roads at any rate. The above cost \$400.

2. Repairs were made from the Monck Road southerly through six concessions in the township of Smith, a distance of nearly five miles, costing \$768.22, of which amount the municipality of Smith contributed \$250 and the county of Peterborough a like sum.

3. In consequence of the destruction by fire of some crossways and bridges, it became necessary to repair them in order to maintain traffic, and which was done at a cost of \$189.50.

## BURLEIGH ROAD.

The principal work in this instance was the building of a bridge over Eel Creek, near the Village of Apsley, with another, about nine miles south of the village, at what is called "The Depot." They are each the same style, namely, main span 36 feet on piers 9 feet high, and total length of 56 feet with good earth approaches.

## BURNT RIVER BRIDGE.

A bridge on the Buckhorn Road, in the township of Dysart, built to replace one destroyed by fire and entirely stopping traffic. The present structure is 210 feet long, of cedar throughout.

## CALLENDER STATION ROAD.

Continued from last year's operations southerly, between lots 30 and 31 of Bonfield to the line between concessions 5 and 6—two miles of new road, chopped 30 feet wide, and grubbed and graded.

A bridge 85 feet long, built over Spark's Creek on the line of road, is included in the expenditure of \$517.90.

## CAVENDISH ROAD.

Repairs made from the point of division between lots 15 and 16, on the road allowance between concessions 13 and 14 of the township of Galway, and continued along the last named road to lot 19, a length of one mile of well built road.

## CHALK RIVER ROAD.

Upon examination, the road upon which it was intended to spend this money was found to be impracticable, and the inspector, after looking fully into the subject, recommended the improvement of the main road. This was done, and the Pembroke and Mattawa Road was repaired from lot 36 to lot 43, of Range A, in the township of Buchanan—two miles.

## CHANDOS ROAD.

Repaired from Apsley, on the Burleigh Road, eastward seven and a half miles.

### CHANDOS AND WOLLASTON TOWN LINE ROAD.

Two miles of repairs from the north-west angle of Wollaston, southerly between it and Chandos. It was chopped out three years ago, but was not grubbed or graded, as it now is. The counties of Hastings and Peterborough each gave \$50 towards the above, so that the Government outlay was only \$100.

### COBDEN AND EGANVILLE ROAD.

Work commenced at Cobden Station, and repairs made to the town line between Ross and Bromley; and thence along the road between lots 15 and 16 to concession 8, a length altogether of seven miles.

### COMBERMERE BRIDGE.

Repairing and replanking the large bridge over the Madawaska River, at Combermere.

### DISTRICT LINE AND DOUGLAS ROAD.

Repairs from lot number 8 to lot 13, in concession 9 of Bromley—two miles.

### DUNGANNON ROAD.

This is the fourth and fifth concession line of Dungannon, and was repaired from the Hastings Road eastward to lot number 19, two and a quarter miles; besides three-quarters of a mile constructed farther to the east on the same line.

### EAST STANHOPE ROAD.

The construction of three and a quarter miles of road from Black River Bridge, which is on the road between concession 3 and 4, and between lots 15 and 16 of Stanhope, north to the sixth and seventh concession line, and from this latter point west about a quarter of a mile.

### EGANVILLE AND FOY ROAD.

Repairs over four miles, from half a mile west of Eganville to Delaney's Bridge, and the road said to be now in good condition throughout.

### GOLDEN LAKE BRIDGE.

Some necessary repairs to the approaches and to the covering and railing of this structure, which is at the foot of Golden Lake, in Renfrew, and built by the Department about six years ago.

### GOODERHAM ROAD.

A work on the line between concessions 5 and 6 of Glamorgan, from the line between lots 15 and 16 to that between lots 18 and 19, or from Monck Road eastward.

It was a rough settlers' road, and much requiring this small expenditure over its length of four miles.

### HALEY'S STATION ROAD.

A road from Haley's Station, on the Canadian Pacific Railway, to Portage Du Fort. It is six and a half miles long, and was more or less repaired over its entire length.

### HARVEY ROAD.

One mile of a new road, beginning about five and a half miles east of Bobcaygeon Road (lot 21, con. 14, Harvey), and extending easterly.

### HASTINGS ROAD.

The repairs on the Hastings Road were begun at Rathbun Station, and continued northward sixteen miles, to about one mile north of the Village of Bancroft.

On the St. Ola Road, for which in the estimates a portion of the grant of \$1,000 was given, there was made travelable, from lot 19, concession 4, to lot 23, concession 8, of the township of Limerick, two and a half miles.

The road itself begins on the Hastings Road, where it is crossed by the Central Ontario Railway, and is from thence south-easterly through the township of Limerick. The road is ten miles long, which has been opened by the settlers, except the portion before mentioned as having been this year wrought over.

### HERSCHEL TOWN LINE ROAD

Commenced on lot 9, concession 16; thence to lot 14, on the same concession line; again beginning at lot 26 on the town line, and continuing to lots 29 and 30 of Cardiff, and known as Deer Lake Settlement—four miles of work over what was previously a rough lumbermen's road.

### HINCHINBROOKE ROAD.

One mile of repairs over a rough and rocky piece, from lot 5 eastward on the ninth and tenth concession line of the township of the same name.

### INDIAN RIVER ROAD

Is on the road allowance between concessions 7 and 8 of Alice; the work this year being between lots 25 and 30. Some 200 pine stumps were taken out, and the mile and a quarter ditched, and graded eighteen feet wide throughout.

### INDIAN RIVER BRIDGE.

A bridge erected four years ago, but so injured by the freshets and pressure of logs against it as to require this expenditure of \$155.97, to make it again secure.

### LAPASSE AND BEACHBURG ROAD.

From Lapasse, on the Ottawa River, to Beachburg, in the township of Beachburg, this road was repaired throughout its length of seven miles. It had been roughly cut out some years ago.

### LAVANT BRANCH ROAD.

This work is in the township of Lavant, on the north side of Clyde River, beginning at the boundary between Darling and Lavant on lot 10, concession 1, of the last named township, and from thence in a north-westerly direction, crossing lots 10 and 11 of concession 2, and lots 13 and 14 of concession 3—a length of three miles of what was a sort of shanty road.

### LUTTERWORTH ROAD.

This, with the Lutterworth and Somerville Town Line Road received some slight repairs to crossways and other items, equal to about a mile of repairs.



### MATTAWA AND TEMISCAMINGUE ROAD.

Repairs were made over ten miles of this road between Mattawa Village and Les Arables, on the Ottawa River, and a bridge 150 feet long built over Antoine Creek, according to a sketch furnished the overseer by the inspector.

### McCLINTOCK ROAD.

The construction of four miles from lot 11, concession 3, in a north-easterly direction to the line between lots 20 and 21 in the sixth concession, all in the township of McClintock, making, with last year's work, eight miles.

### MISSISSIPPI ROAD.

Two principal sections were repaired, the one being three miles of work from where the road intersects the North Frontenac Road westward, and the second, five miles of repairs from the Carlow Road eastward.

The sum of \$93.60 was also spent in repairing damage by fire to that portion which lies between Otter Lake and Booth's Bridge.

### MISSISSIPPI AND FRONTENAC JUNCTION ROAD.

Two and a half miles repaired from the intersection with the Frontenac Road northerly, and the whole road reported as in good condition.

### MONCK ROAD.

Repairs were made from Uphill eastward three and a half miles, and from Cheddar to Burnt River, seven miles.

Four miles were constructed as a deviation, and is from the Snowdon Road on the north side of Burnt River, beginning on lot 26, concession 5, Snowdon; thence easterly along or near the river to Furnace Falls on lot 18, concession 1, crossing the river on a bridge previously built and now repaired and improved, and uniting with the original Monck Road, on lot 17 in the last named concession line of Snowdon.

This deviation was made for two chief reasons, one being to avoid a series of railway crossings which, from the nature of the country, were unavoidable and would have been a constant source of danger; and the second was, that the settlement was upon the north side of Burnt River, and the road as it then existed was valueless to that section, while few if any were in any degree served by the original location.

This, on account of so much new work and necessary repairs to bridges, cost more than the appropriation by some \$800.

### MONMOUTH ROAD.

Work this season was commenced at lot number 10 between concessions 21 and 22 of Cardiff, and continued from thence easterly along or near the said concession line to Deer Lake Road, intersecting it on lot 24 in concession 21, a distance altogether of four and a half miles of new work, cut out only 25 feet wide, but fairly leveled and graded.

### MONTEAGLE ROAD.

This portion of the road, which is three miles long, had been chopped out as a winter road, but was unfit for general travel. It is from the boundary between Dungannon and Monteagle southerly to the Mississippi Road, and is an important highway in the interests of settlers and the further development of the townships.

### NORTH ALGONA (4TH CON.) ROAD.

Two and a half miles of construction, and is on the third and fourth concession line, beginning at the boundary line between Wilberforce and North Algona and extending to Golden Lake.

### NORTH BAY AND TEMISCAMINGUE ROAD.

Work was continued from last season's operations between concessions 2 and 3 of Widdifield northward between lots 14 and 15 to the fifth concession; thence east to the line between lots 13 and 14, thence northward to the town line of Merrick. After this the work was continued north-westerly into Merrick, through a rough and hilly district as far as the third concession, the last half mile being on the town line between Merrick and Mulock, giving six miles of road constructed and two miles of grading which last year had been chopped out only.

This district is being rapidly occupied, or at any rate as fast as the road construction.

### NORTH BAY AND TROUT LAKE ROAD.

A road from the North Bay and Temiscamingue Road, easterly to Trout Lake, and about its north shore.

Three miles and a half of almost new work was made this year, as only about two miles of the route was a rough trail.

The road is through lots 21 and 22, of concession C. Widdifield, and through lots 19 to 16 of concession B; and again in concession C, through part of lot 16 and lot 15 to the lake shore.

It is desirable that the road be produced yet some distance in the interests of the farther development of that section which is yet so new.

### OPEONGO ROAD.

Of the grant of \$1,200, the sum of about \$700 was spent in improving a deviation made last year about the Prussian Hills, as then more fully described. This portion is reported as well repaired and very much improved over its length of six miles.

For the balance of the appropriation four miles between Brudenel and "Foy's Hotel" were repaired, making a total of ten miles of improvement.

### OPINICON LAKE ROAD.

This work is chiefly the formation of a high embankment over some low or drowned land of Lake Opinicon.

The bottom was first filled with timber to low water line and then further raised from two to four feet with stone, so as to raise it about two feet above the general high water line.

The length is 280 feet, and is between lot 1, concession 16, Bedford, and lot 16, concession 15, Storrington. Some other work was done as repairs on portions of the road.

### OTTER CREEK BRIDGE.

The renewal of a bridge in Monmouth, on the Monmouth Road, built in 1886, and this season destroyed by fire. The estimated cost is \$250, of which \$100 had been paid when the accounts closed at the end of the year.

## PALMER RAPIDS BRIDGE AND ROAD.

The bridge in question—called in the estimates Madawaska River Bridge, is on the line of this road over the said river, and was built for a fixed sum, except some small work paid for as extra. It is built upon piers in connection with an existing dam, and was so done upon the recommendation of the Inspector as being cheap and sufficient for present purposes.

The road work consisted of seven miles of repairs or improvement of that which three years ago had been opened as a winter road, and lies between the Madawaska River and the town line between Carlow and Raglan. It will doubtless be of great convenience to settlers in the northern portion of the County of Hastings as well as to those in the adjoining county.

## PAUDASH LAKE ROAD.

This road, described generally in last year's report, was further improved this season and made passable for vehicles over its length of about eight miles.

In addition, two short branch roads were made to connect with settlements and lumber roads for the convenience of residents.

The work amounts to about eight miles of repairs and two miles of construction.

## PETERSON ROAD.

Ten miles of the main road were improved, namely: from the Hastings Road eight miles eastward and two miles westward. Peterson Branch Road, was also repaired from near Combermere six and a half miles towards Brudenel. Again, in the township of Herschel, upon application of the County Council of Hastings, and their grant of \$100 towards the work, a bridge was built over McGeary's Creek, lot 10, concession 8, 300 feet long, and costing altogether about \$200. The settlers had opened the road but were unable to build the bridge.

## PETERSON AND STANHOPE BRANCH ROADS.

On these two roads fourteen and a half miles were well repaired.

Those on the Peterson Road proper were from Buskong Lake easterly two on the line between lots 30 and 31 of Stanhope easterly, three and a half miles.

On the Stanhope Branch Road, the work was from the Peterson Road (about one and a half miles west of Haliburton) southerly six miles; and again from the Peterson Road northerly, between lots 30 and 31 of Stanhope, three miles—a large amount of work for the expenditure \$950.

## PETEWAWA AND ALICE ROAD.

A road on the town line between Petewawa to Alice, from lot 7 to lot 13, both inclusive, one and three quarter miles of new work, all graded except a quarter of a mile which for want of money was not completed.

## PETEWAWA 6 AND 7 SIDE LINE ROAD.

One mile and a half of repairs upon the above named side line of Petewawa, from the Pembroke and Mattawa Road westward.

## PETEWAWA 15 AND 16 SIDE LINE ROAD.

It was intended to open this road through concessions 6 and 7, but the money given, \$200, was only sufficient to build half a mile, leaving some 30 chains yet unfinished.



### PERTH ROAD.

Repairs were made over three sections of the road, the first of which was between Stone's Corners and Tett's Mill, twelve miles; the second from the mill just named to Westport, six miles; and the third section, from the last named point northward seven miles. Total length, twenty-five miles.

### POINT ALEXANDER AND BASS LAKE ROAD.

Work was begun on this road two years ago, and continued last season as well as the present.

Two and three quarter miles were constructed in the two previous years, and one and a half miles this season, opening the road from Point Alexander, on the Pembroke and Mattawa Road, to Bass Lake Station, on the Canadian Pacific Railway. It is understood that the road is not yet thoroughly graded, while it is now a good winter road.

### RAGLAN AND SNAKE CREEK ROAD.

This is a road four miles long which the settlers had chopped out twenty-five feet wide, and is an outlet for a large German settlement.

It begins at the main road on the south side of the Madawaska River, in Raglan township, at the north end of lot thirty-two, in concession fifteen, and is from thence southward through to concession ten inclusive, ending at the south-east angle of lot twenty-five, its course being almost direct. The grant was spent upon two and a half miles, which was graded and otherwise improved.

### ROLPH AND WYLIE ROAD.

A new road in the township of Rolph, begun on the boundary between Rolph and Wylie, between lots ten and eleven, and continued northward on the last named line to the fourth and fifth concession line. Two and a half miles, cut out forty feet wide, and partially graded.

### ROSS AND BROMLEY TOWN LINE ROAD.

There were three miles of this road opened roughly last year, from lot five to lot thirteen of Ross, one and a quarter of which, this season, was permanently completed. The lowness and wetness of the ground, is given as the reason for the comparatively short length wrought over.

### SEBASTOPOL AND LYNDPOCH ROAD.

This is a new road of two and three quarter miles, commenced at the line between lots four and five, of concession fourteen, Lyndoch, and made from thence southward to lot nine, in the same concession, and then crossing the lots to number thirteen, in concession thirteen.

It is chopped out twenty-five feet wide and fairly graded, making a passable waggon road, and accommodating a large number of German settlers.

### SCOTT ROAD.

The chief work was building a bridge one hundred and twenty-five feet long, having a main opening of twenty-six feet.



## SHARBOT LAKE BRIDGE.

The floating bridge was repaired at a cost of a little over \$100, and the balance of the expenditure used in building a new bridge on the road, about two miles south of the railway station.

## SHAW ROAD.

Repairs from lot three, concession fifteen, Wilberforce, south to lot one, concession fourteen. One and a half miles of improvement.

## SHERWOOD ROAD.

A new work of three and three-quarter miles, its position being as follows: Commencing at the boundary line between Hagarty and Sherwood, and from thence north to the sixth and seventh concession, from that between concessions five and six; thence westward, between concessions six and seven of Sherwood, to the road allowance between lots five and six, and from thence northward on the last named road allowance, to that between concessions eight and nine. It is chopped out thirty-five feet wide and fairly well grubbed and graded.

## SNOWDON 10 AND 11 SIDE LINE ROAD.

This is the completion of this side line road as given in last year's report, and is one and a quarter miles of repairs, including a bridge over Burnt River, one hundred feet long.

## STURGEON FALLS BRIDGE AND ROAD.

This bridge is one built from an island over a branch of Sturgeon River, and is the continuation of the road over the river where, last year, a one hundred and thirty feet span iron bridge was erected.

The present structure is a wooden one, one hundred and eighty feet in length, with two main spans of fifty feet in the clear, built in accordance with a plan furnished. The centre crib is sixteen feet high, and the end ones about thirteen feet each.

It was found necessary to spend nearly \$500 more than the grant in order to make approaches to the bridge, that it and the iron bridge might be available for traffic.

## TAMWORTH AND OSO ROAD.

Repaired from about five miles south of Arden, southward, five miles, towards Tamworth. Fires in this instance had caused considerable damage, putting the road in very bad condition, but now said to be in good shape.

## VICTORIA ROAD.

These repairs were from the Victoria Railway, southerly, about four and a half miles

## WILBERFORCE AND ALICE ROAD.

A new road on the boundary between Wilberforce and Alice, from where the line between lots twenty-two and twenty-three, of concession twenty-five, intersects the same, westerly, two and three-quarter miles, embracing a large amount of crosswaying.

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WILBERFORCE 18th CONCESSION ROAD.

This work is on the road allowance between concessions seventeen and eighteen, from lot twenty-one to lot twenty-five, both inclusive. It is an entirely new work, one and a quarter miles in length. The money was not sufficient to complete a long crossway over Black Creek, so that the whole road is as yet unfinished.

WILBERFORCE AND ALGONA ROAD.

This is a continuation of last year's work, in opening the town line between Wilberforce and North Algona. Half a mile made.

WILBERFORCE 15 AND 16 SIDE LINE ROAD.

A mile and a quarter of swamp, which required to be raised and improved so as to make the road passable.

The foregoing completes the list, and I now beg to add the following summary of expenditure upon the same :—

# SUMMARY OF EXPENDITURE UPON COLONIZATION ROADS AND BRIDGES IN 1887.

		Cash.	Supplies from De- partment.	Total.
		\$ c.	\$ c.	\$ c.
NORTH DIVISION.				
Barrie Island .....	Bridge	43 50		43 50
Base Line .....	Road	396 80		396 80
Basswood Lake .....	do	881 25	120 43	1001 68
Bright and Gladstone .....	do	529 21		529 21
Clark's .....	Bridge		74 31	74 31
Cockburn Island .....	Road	807 55	190 47	998 02
Coffin .....	do	700 00	141 95	841 95
Coyne's .....	do	907 53	119 86	1027 39
Grand Portage .....	do	500 70		500 70
Great Northern .....	do	614 76		614 76
Huronian Mines .....	do	7237 47	1219 08	8456 55
Inspection .....		1427 00		1427 00
Manitoulin Island .....	Roads	4077 57	585 76	5263 33
Mississaga .....	do	1789 72	363 46	2153 18
Parkinson, balance of '86 .....	do	87 36		87 36
Parkinson .....	do	811 64	189 68	1001 32
Point De Meuron, balance of '86 .....	Bridge	106 48		106 48
Point De Meuron .....	Road	1511 50	154 44	1665 94
Rabbit Mountain and White Fish Lake, balance of '86 .....	do	50 11		50 11
Rabbit Mountain and White Fish Lake .....	do	7116 04	393 30	7509 34
Rainy River .....	do	3115 21	848 83	3964 04
Rat Portage and Keewatin, balance of '86 .....	Bridge	89 63		89 63
Rat Portage and Keewatin .....	Road	1027 85		1027 85
Rock Lake Branch, on account .....	do	100 00		100 00
Spanish River, on account .....	do	100 00		100 00
St. Joseph Island .....	Roads	2203 67	446 91	2653 58
Thessalon Road .....	Bridge	397 50		397 50
		37233 05	4848 48	42081 53
LESS GRANT FROM— Rabbit Mountain Mining Co. ....				800 00
Departmental Expenditure .....				41281 53
WEST DIVISION.				
Ah-mic Lake, on account .....	Bridge	600 00	113 18	713 18
Alsace .....	Road	710 25	99 40	809 65
Baxter .....	do	487 38	21 80	509 18
Baysville and Gravenhurst, '78-9 .....	do	50 00		50 00
Black Creek .....	Bridge	70 00		70 00
Black River, balance of '86 .....	do	18 00		18 00
Booth's .....	do	342 36	41 47	383 83
Brennan's, on account .....	do	600 00		600 00
Bridge Repairs, Parry Sound District .....		1261 00	95 34	1356 34
Brandy Lake Creek Works, balance of '86 .....		40 08		40 08
Brunel .....	Roads	503 51		503 51
Burk's Falls .....	do	1060 89	85 43	1146 32
Burk's Falls Station .....	do	516 69		516 69
Burpee .....	do	650 95	153 09	804 04
Carling .....	do	714 10	192 96	907 06
Cardwell Junction .....	do	525 45		525 45
Carrington .....	do	549 12		549 12
Christie .....	do	309 12		309 12
Dee Bank and Three Mile Lake .....	do	645 40		645 40
Distress River .....	do	197 94		197 94
Draper and Gravenhurst .....	do	556 10		556 10
Eagle Lake .....	do	137 00		137 00
Ferguson .....	do	595 53	207 97	803 50
Golden Valley .....	do	756 26	120 15	876 41
Hagerman and Croft .....	do	309 19		309 19

## SUMMARY OF EXPENDITURE, ETC.—Continued.

		Cash.	Supplies from De- partment.	Total.
		\$ c.	\$ c.	\$ c.
WEST DIVISION—Continued.				
Hinsworth, No. 1	Roads	693 76	118 45	812 21
do No. 2	do	913 29	53 29	966 58
Inspection		1,270 05		1,270 05
July	Road	829 84	166 21	996 05
Junction, No. 2	do	500 00		500 00
do No. 3	do	503 97		503 97
Kearney, No. 2	do	476 26	47 49	523 75
Lake Shore	do	507 41		507 41
Leg Lake, balance of 1886	do	13 02		13 02
Leg Lake	do	188 53	32 20	220 73
Macaulay	do	600 12		600 12
Magawetawan	do	716 76	132 43	849 19
Manitowaba	Bridge	468 63		468 63
Maple Island, balance of 1886	do	23 91		23 91
Mills and Wilson	Road	620 38	249 68	870 06
Monck Centre	do	994 36	5 68	1,000 04
Monck 5 and 6 Side Line, on account	do	100 00		100 00
Monteith and Perry, No. 1	do	757 48	130 17	887 65
do No. 2	do	489 71	34 94	524 65
Muskoka	Road Bridges	340 00		340 00
Muskoka	Road	1,334 85	304 47	1,639 32
Musquash	do	514 96		514 96
New Jerusalem	do	710 95	78 60	789 55
Northern	do	473 76	74 31	548 07
North Ryerson	do	527 10		527 10
Nosbonsing	do	679 97	182 27	862 24
Orange Valley	do	600 30		600 30
Parry Sound	do	562 49	30 31	592 80
Peterson	do	265 03		265 03
Rosseau and Nipissing	do	100 20		100 20
Ryde	do	655 84	151 93	807 77
Ryde Centre	do	832 75		832 75
Seguin Falls	Bridge	220 93		220 93
Seguin River	do	177 50		177 50
Sinclair	Road	804 65		804 65
Stephenson Town Line	do	85 00		85 00
Stisted Swamp	do	229 80		229 80
Storage	do	7 00		7 00
Trout Creek	Bridge	689 31	291 06	980 37
Westphalia	Road	802 32	171 54	973 86
		33,488 51	3,385 82	36,874 33
LESS GRANT FROM—				
Muskoka Mill and Lumber Co.	\$	66 50		
Municipality of Draper and Oakley		50 00		
Residents of Burk's Falls		100 00		216 50
Departmental Expenditure				36,657 83
EAST DIVISION.				
Addington	Road	1,047 50	34 50	1,082 00
Admaston	do	542 42		542 42
Algona and Hagarty	do	529 81		529 81
Algona (Telegraph)	do	502 90		502 90
Anstruther	do	432 51		432 51
Beachburg and Cobden	do	500 55		500 55
Bear Lake	do	200 00		200 00
Bobcaygeon, No. 1	do	559 63	234 78	794 41
Bobcaygeon, No. 2	do	469 23		469 23
Bonnechere River	do	508 13		508 13
Bromley 9 and 10 Side Line	do	400 00		400 00
Buckhorn, No. 1	do	400 00		400 00



SUMMARY OF EXPENDITURE, ETC.—*Continued.*

		Cash.	Supplies from De- partment.	Total.
EAST DIVISION— <i>Continued.</i>		\$ c.	\$ c.	\$ c.
Buckhorn, No. 2.....	Road	768 22		768 22
Buckhorn, No. 3.....	do	189 50		189 50
Burleigh .....	do	882 68		882 68
Burnt River, on account .....	Bridge	200 00		200 00
Callender Station .....	Road	517 90		517 90
Cavendish .....	do	396 82		396 82
Chalk River .....	do	303 60		303 60
Chandos .....	do	317 78		317 78
Chandos and Wollaston Town Line.....	do	214 50		214 50
Cobden and Eganville.....	do	200 00		200 00
Combermere.....	Bridge	157 94		157 94
District Line and Douglas.....	Road	606 25		606 25
Dungannon .....	do	184 38	22 70	207 08
East Stanhope.....	do	636 56	169 46	806 02
Eganville and Foy.....	do	539 40		539 40
Golden Lake.....	Bridge	110 00		110 00
Gooderham .....	Road	200 00		200 00
Grattan and Clontarf, balance of 1886 .....	do	26 50		26 50
Hagarty and Brudenel, balance of 1886 .....	do	164 72		164 72
Haley's Station.....	do	200 88		200 88
Harvey .....	do	499 50		499 50
Hastings .....	do	950 53	85 14	1,035 67
Herschel Town Line .....	do	454 68	56 75	511 43
Hinchinbrooke .....	do	199 27		199 27
Indian River .....	do	500 51		500 51
Indian River .....	Bridge	155 97		155 97
Inspection.....		1,086 42		1,086 42
Lapasse and Beachburg .....	Road	500 63		500 63
Lavant Branch .....	do	535 25		535 25
Lutterworth.....	do	45 00		45 00
Lutterworth and Somerville .....	do	50 00		50 00
Mattawa and Temiscamingue .....	do	1,499 61		1,499 61
McClintock .....	do	700 00	97 25	797 25
McCool, balance of 1886 .....	do	135 68		135 68
Mississippi, No. 1.....	do	759 54		759 54
Mississippi, No. 2.....	do	335 00		335 00
Mississippi, No. 3.....	do	93 60		93 60
Mississippi and Frontenac Junction .....	do	519 62		519 62
Monck .....	do	2,475 46	337 49	2,812 95
Monmouth, on account.....	do	450 00		450 00
Monteagle.....	do	262 43	34 10	296 53
Mud Creek, balance of 1886 .....	do	50 00		50 00
North Algona, 4th Concession.....	do	500 00		500 00
North Bay and Temiscamingue.....	do	2,521 39	483 46	3,004 85
North Bay and Trout Creek .....	do	404 73		404 73
Opeongo .....	do	1,260 67		1,260 67
Opeongo and Rockingham, account 1886.....	do	250 00		250 00
Opinicon .....	do	509 20		509 20
Otter Creek, on account.....	Bridge	100 00		100 00
Palmer Rapids .....	do	387 24		387 24
Palmer Rapids .....	Road	450 00		450 00
Paudash Lake .....	do	597 78		597 78
Peterson.....	do	1,521 96	178 22	1,700 18
Peterson and Stanhope Branch .....	do	950 00		950 00
Petewawa and Alice .....	do	499 98		499 98
Petewawa, 6th and 7th Side Line.....	do	100 00		100 00
Petewawa, 15th and 16th Side Line.....	do	199 90		199 90
Perth .....	do	1,002 73		1,002 73
Point Alexander and Bass Lake .....	do	501 88		501 88
Raglan and Snake Creek .....	do	396 35		396 35
Roche Fondeau, balance of 1886.....	do	46 21		46 21
Rolph and Wylie .....	do	507 75		507 75
Ross and Bromley .....	do	500 10		500 10
Sebastopol and Lyndoch .....	do	418 54		418 54

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
<i>EAST DIVISION—Continued.</i>			
Sharbot Lake.....Bridge	308 30		308 30
Scott .....do	426 30		426 30
Shaw .....Road	200 00		200 00
Sherwood .....do	751 41		751 41
Snowdon, 10 and 11 Side Line.....do	338 06		338 06
Sturgeon Falls.....Bridge and do	1,201 94	48 23	1,250 17
Tamworth and Oso .....do	400 49		400 49
Victoria.....do	200 00		200 00
Willberforce and Alice.....do	494 40		494 40
Willberforce 18th Concession.....do	499 66		499 66
Willberforce and Algona.....do	250 45		250 45
Willberforce 15th and 16th Side Line.....do	104 70		104 70
	43,971 12	1,782 08	45,753 20
LESS MUNICIPAL AND OTHER GRANTS—			
Refund Trout Lake and Folger Road of 1886.....\$ 17 78			
Municipality of Smith.....250 00			
County of Hastings.....150 00			
County of Peterboro'.....300 00			
			717 78
Departmental Expenditure .....			45,035 42

## RECAPITULATION.

	\$ c.	Less Muni- cipal and other Grants.	\$ c.	\$ c.
I. North Division.....	42,081 53	800 00	41,281 53	
II. West Division.....	36,874 33	216 50	36,657 83	
III. East Division.....	45,753 20	717 78	45,035 42	
Total Departmental Expenditure.....				122,974 78

HENRY SMITH.  
Supt. Col. Roads.

DEPARTMENT OF CROWN LANDS,  
31st December, 1887.

REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO  
FOR THE YEAR  
1888.

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Printed by Order of the Legislative Assembly.

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1889.





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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO,  
FOR THE YEAR 1888.

---

*To His Honour the Honourable SIR ALEXANDER CAMPBELL, K.C.M.G.,  
Lieutenant-Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOUR:

As required by the law relating to the administration of the Crown Lands Department, I now submit for the information of Your Honour and the Legislature a Report for the fiscal year ended on the 31st December, 1888, of the management, etc., of the Crown Lands of the Province.

CLERGY LANDS.

The area of these lands sold during the year was 568 acres, aggregating in value \$727.85. The amount collected on account of these and former sales was \$8,347.49. (*See Appendix No. 3, page 4.*)

CROWN LANDS.

The area of Crown Lands sold during the year was 52,962 acres, aggregating in value \$76,453.57. The collection on account of these and sales of former years amounted to \$77,071.40. (*See Appendix No. 3, page 4.*)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 345 acres, aggregating in value \$768.26. The collection on account of these and former sales amounted to \$11,395.15. (*See Appendix No. 3, page 4.*)

## GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 392, aggregating in value \$488.65. The collection on account of these and former sales was \$2,445.20. (*See Appendix No. 3, page 4.*)

## COLLECTIONS AND REVENUE.

The total collection of this Department on account of all sources of Revenue was \$1,450,089.79. (*See Appendix No. 4, page 5.*)

## DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures was \$248,029.46. (*See Appendix No. 6, page 7.*)

## WOODS AND FORESTS.

The total collection for the year was \$1,316,139.09, which includes \$748,865.34 paid on account of bonuses, leaving the net collection on account of timber dues, ground rent, etc., to be \$567,273.75.

The lumber trade has been healthy during the past year, the principal feature, however, being the active demand and fair prices obtained for timber in the Quebec market.

## FIRE RANGING.

There was paid during the year on account of this service \$24,113.08, but of this \$6,258.55 was on account of 1887, leaving the net expenditure on account of this year to be \$17,854.53—one-half of which is refundable by the Licensees.

The service continues to give satisfaction to those availing themselves of its provisions, and is being extended over a wider area year by year. The service was inaugurated in 1885 in which year thirty-seven Rangers were placed upon various limits; in 1886, forty-five were employed; in 1887, fifty-five were employed, and this year there were seventy.

Although the summer was not so dry as the one preceding, yet several extensive bush fires took place, notably in the Georgian Bay region, on the Bonnechère and Petewawa Rivers, in the Ottawa region and the Nipissing country. The Rangers and lumbermen were asked, as is usual, to report the quantity of timber damaged, the quantity likely to prove a total loss, and, generally speaking, the causes of the fires.

The information thus gathered shows about seventy distinct fires; timber damaged, one hundred and sixty millions of feet, of which not more than about ten or fifteen millions will be a total loss. The principal cause of the fires is given as the setting out of fires by settlers in the process of clearing their land for cultivation, and carelessness as to the surrounding circumstances.

The fires on the Bonnechère and Petewawa were very dangerous, as they bordered upon dense pinneries, and it was only by a systematic fight and considerable expenditure they were kept from spreading, in which event the loss would have been incalculable.



## FISHERIES.

The reports received from Crown Lands Agents, Fishery Overseers and others, leads me to believe the law was fairly well observed.

The revenue from permits, etc., was \$574.50.

The regulations, reports of Overseers, etc., will be found in *Appendices No. 11 to 15, at pages 18 to 24.*

## GAME LAWS.

Under the amendment to the Game Law made last session of the Legislature, foreigners were required to take out permits to hunt deer, and under this twenty-two permits were issued, the revenue from which amounted to \$220.00.

## FREE GRANTS.

There are 133 townships open for settlement.

During the year just closed, 842 locations were made on 109,002 acres of land, and 74 locatees purchased 2,797 acres; 523 patents were issued to locatees. (*See Appendix No. 10, page 14.*)

## CROWN SURVEYS.

The following surveys have been carried out during the year:—The townships of Dickson and Bronson, in the District of Nipissing, have been subdivided into farm lots of 100 acres each; the townships of Armstrong, Blyth, Chamberlain, Dack, Evanturel, Hudson, Ingram, Kerns, Marter, Notman and Stewart, also in the District of Nipissing, have been subdivided into farm lots of 320 acres each; and the townships of Hess and Moncrieff, in the District of Algoma, have been subdivided into lots of 320 acres each.

The outlines of six townships at the head of Lake Temiscaming, on the upper Ottawa, have been run; also a base and meridian line in the District of Algoma.

The two surveys undertaken last winter in the District of Thunder Bay, alluded to in last year's Report, were finished early in the spring. The Returns of the above named surveys have, so far as received, been examined and in most cases closed. The particulars of these surveys will be found in *Appendices Nos. 19 and 20, pages 31 and 32, inclusive.*

The Surveyors' Reports in relation to the surveys will be found in *Appendices Nos. 25 to 41, pages 39 to 58, inclusive.*

## MUNICIPAL SURVEYS.

The Department has, during the year, issued instructions for twelve surveys on the petition of the Municipal Councils of the townships of Arthur, Brighton, Downie, Gwillimbury East, Lobo and Caradoc, Nepean, Otonabee, Plympton, St. Vincent, Townsend and York; and has during the year confirmed eight municipal surveys in the townships of Ancaster and Glanford, Billings, Gwillimbury East, Maidstone, Nepean, Townsend, West Wawanosh, and East Whitby.

The particulars relating to these surveys will be found in *Appendices Nos. 17 and 18, inclusive, pages 28 to 30, inclusive.*

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MINERAL SURVEYS.

The General Mining Act requires that applicants, to purchase mining lands in unsurveyed territory, shall file surveyor's plans, field notes, and descriptions of their locations in the Department before any sale is carried out. Under this statutory regulation, a number of applicants in the Districts of Algoma, Nipissing, Rainy River and Thunder Bay have field plans, etc., etc., and an area of 5,542 acres has been sold and patented to them.

The particulars relating to these surveys and sales will be found in *Appendices Nos. 21 and 22, pages 33 to 35, inclusive.*

## COLONIZATION ROADS.

The work done during the year was as follows :—Miles of new road constructed, 220 ; miles of road repaired, 333 ; bridges erected, 30 ; in addition to this many bridges were repaired. The work done was inspected and reported to be of a good character.

The total expenditure for the year is \$112,273.56, the particulars of which will be found in the Superintendent's report in *Appendix No. 42, pages 59 to 80, inclusive.*

Respectfully submitted,

T. B. PARDEE,

Commissioner of Crown Lands.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

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# APPENDICES.

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# APPENDIX No. 1.

Return of Officers and Clerks in the Department of Crown Lands, for the year 1888.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
				\$ c.	
Free Grant and Sales.	Hon. T. B. Pardee.	Commissioner	1873, December 4.	4,000 00	
	Aubrey White.	Assistant Commissioner.	1882, January 1.	2,600 00	
	George Kennedy	Law Clerk	1872, February 1.	2,000 00	
	J. I. McIntosh.	Shorthand Writer and Clerk	1886, August 1.	1,200 00	
	A. Kirkwood.	Chief Clerk.	1854, March 21.	1,900 00	
Surveys, Patents and Roads.	J. J. Murphy.	Clerk in charge of Free Grants	1872, May 1.	1,250 00	
	Julian Sale.	Clerk	1871, August 5.	850 00	
	E. F. Stow.	Clerk	1878, March 1.	750 00	
	John J. Kelly	Clerk	1888, March 19.	700 00	
	G. B. Kirkpatrick.	Chief Clerk.	1866, January 30.	1,900 00	{ Services dispensed with 31st March, 1888.
Woods and Forests.	W. Revell.	Clerk	1871, October 2.	1,150 00	
	W. F. Lewis	Clerk	1872, February 5.	900 00	
	A. J. Taylor.	Chief Clerk, Patents	1872, October 1.	1,200 00	
	J. M. Grant.	Chief Clerk, Patents	1860, May 12.	1,300 00	
	P. Alma.	Clerk	1871, August 1.	1,100 00	
	Henry Smith.	Superintendent of Colonization Roads	1881, January 1.	1,900 00	
	C. Cashman	Clerk	1872, September 1.	1,150 00	
	J. H. Bradshaw	Clerk	1884, June 1.	800 00	
	G. B. Cowper.	Chief Clerk.	1857, October 14.	2,000 00	Resigned, May, 1888.
	Th. E. Johnson.	Clerk	1874, January 1.	1,800 00	
	J. A. G. Crozier.	Clerk	1867, December 1.	1,250 00	
	Theo. C. Taylor.	Clerk	1886, August 1.	1,200 00	
	J. Durkin.	Clerk	1884, August 22.	1,100 00	
	H. R. Hardy.	Clerk	1883, November 1.	900 00	Resigned, 30th Sep., 1888.
	H. E. Rudge.	Clerk	1881, September 1.	800 00	
	P. J. Durkin	Clerk	1888, October 1.	700 00	



# APPENDIX No. 1.—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1888.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts.....	{ D. G. Ross .....	Accountant .....	1861, April 15 .....	\$ c.	
	{ R. H. Browne .....	Chief Clerk, Agents Returns .....	1862, May 14 .....	1,700 00	
	{ C. P. Higgins .....	Clerk .....	1873, July 1 .....	1,300 00	
	{ E. Leigh .....	Clerk .....	1873, December 20 .....	900 00	
	{ J. Morphy .....	Registrar .....	1861, June 1 .....	850 00	
				1,600 00	
	J. Bradshaw .....	Office Keeper .....	1852, March 27 .....	500 00	
	A. Macdonald .....	Messenger .....	1862, May 19 .....	550 00	
	R. Burroughes .....	Fireman .....	1868, June 1 .....	550 00	
	D. Kinnan .....	Night Watchman .....	1873, September .....	500 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

## APPENDIX No. 2.

## List of Crown Land Agents for the Disposal of Free Grants, 1888.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D. ....	Part of Peterborough .....	1870, November 21.....	\$ c.	
Best, S. G. ....	" Parry Sound District.....	1875, March 23 .....	500 00	
Brown, C. P. ....	" Algoma District.....	1872, June 25 .....	500 00	
Cockburn, J. D. ....	" Nipissing District.....	1884, May 21 .....	500 00	Agent for sale of lands.
Day, J. F. ....	" Algoma District.....	1875, July 19 .....	500 00	
Dawson, G. W. ....	" Frontenac and Addington .....	1882, February 17.....	500 00	
Dill, J. W. ....	" District of Muskoka.....	1888, August 1 .....	500 00	
Duncan, A. G. ....	" District of Muskoka.....	1883, December 23 .....	200 00	
Fielding, W. ....	St. Joseph Island.....	1882, February 23 .....	500 00	
Flood, Th. ....	Part of Victoria .....	1886, May 21 .....	500 00	Resigned June 15, 1888.
Gilligan, B. J. ....	" Algoma .....	1884, March 26 .....	500 00	
Handy, E. ....	" Nipissing District.....	1879, January 3 .....	500 00	
Kennedy, J. D. ....	" Parry Sound District.....	1885, October 30 .....	500 00	
Mackay, T. ....	" Renfrew .....	1881, December 5 .....	500 00	
Macpherson, R. ....	" Parry Sound District .....	1871, July 18 .....	500 00	Agent for sale of lands.
Margach, W. ....	" Frontenac .....	1886, August 31 .....	250 00	do
McDonald, D. G. ....	" Thunder Bay District .....	1888, December 3 .....	500 00	do
Nichols, W. L. ....	" Algoma District .....	1885, August 27 .....	500 00	
Reeves, J. ....	" Nipissing District.....	1872, February 12.....	500 00	
Ryan, T. J. ....	" Algoma District.....	1888, June 15 .....	500 00	
Scarlett, J. S. ....	" Parry Sound District.....	1880, June 17 .....	500 00	
Stewart, C. R. ....	" Hastings and Peterborough.....	1882, May 1 .....	500 00	
Tatt, J. R. ....	" Hastings .....	1869, May 28 .....	500 00	
Taylor, T. C. ....	" District of Muskoka.....	1881, December 15 .....	500 00	Resigned Aug. 1, 1888.
Whelan, J. ....	" Renfrew .....	1884, September 19.....	500 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

## APPENDIX No. 3.

STATEMENT of Acres of Land Sold, Amount of Sales and Amount of Collections for  
the Year 1888.

SERVICES.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Crown Lands .....	52,962	76,453 57	77,071 40
Clergy Lands.....	568	727 85	8,347 49
Common School Lands.....	345	768 26	11,395 15
Grammar School Lands .....	392	488 65	2,445 20
Total.....	54,267	78,438 33	99,259 24

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1888.

## APPENDIX No. 4.

STATEMENT of the Collections of the Department of Crown Lands for the year 1888.

SERVICES.	\$ c.	\$ c.
<i>Land Collections :</i>		
Crown Lands.....	77,071 40	
Clergy Lands.....	8,347 49	
Common School Lands .....	11,395 15	
Grammar School Lands.....	2,445 20	
Rent.....	10 00	
In Suspense.....	18,771 42	
		118,040 66
<i>Woods and Forests :</i>		
Timber Dues .....	462,686 30	
Ground Rent.....	58,899 89	
Bonus .....	794,552 90	
		1,316,139 09
Casual Fees.....	480 44	
Surveyors' Fees.....	189 55	
Fishing License Fees .....	574 50	
Hunting License Fees .....	220 00	
		1,464 49
<i>Expenditure Refunds :</i>		
Forest Fire Prevention.....	10,506 81	
Destitute Settlers.....	243 79	
Settlers' Homestead .....	114 30	
Inspections.....	128 40	
Colonization Roads.....	3,000 00	
Surveys .....	452 25	
		14,445 55
		\$1,450,089 79

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1888.



## APPENDIX No. 5.

STATEMENT of the Receipts of the Department of Crown Lands which are considered as Special Funds.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands.</i>		
Principal.....	4,159 13	
Interest .....	4,188 36	
		8,347 49
<i>Common School Lands.</i>		
Principal . . . . .	5,074 89	
Interest.....	6,320 28	
		11,395 15
<i>Grammar School Lands.</i>		
Principal . . . . .	1,700 14	
Interest.....	745 06	
		2,445 20
		22,187 84

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

## APPENDIX No. 6.

## STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D .....	500 00		
Best, S. G. ....	500 00		
Brown, C. P. ....	500 00		
Cockburn, J. D. ....	500 00		
Dawson, G. W. ....	500 00		
Dill, J. W. ....	208 33		
Day, J. F. ....	500 00		
Duncan, A. G. ....	200 00		
Fielding, W. ....	500 00		
Frood, T. ....	125 00		
Gilligan, B. J. ....	500 00		
Handy, E. ....	500 00		
Kennedy, J. D. ....	500 00		
Mackay, T. ....	500 00		
Macpherson, R. ....	500 00		
Margach, W. ....	250 00		
Nichols, W. L. ....	500 00		
Reeves, J. ....	500 00		
Ryan, T. J. ....	270 83		
Scarlett, J. S. ....	500 00		
Stewart, C. R. ....	500 00		
Tait, J. R. ....	500 00		
Taylor, T. C. ....	291 66		
Whelan, J. ....	500 00		
		10,345 82	
<i>Salaries—Timber.</i>			
Campbell, P. C. ....	1,600 00		
Margach, W. ....	1,000 00		
Macdonald, W. J. ....	250 00		
Macdonald, D. F. ....	1,600 00		
McWilliams, J. B. ....	2,000 00		
Tassie, D. ....	100 00		
Way, J. F. ....	1,440 00		
		7,990 00	
<i>Salaries—Fisheries.</i>			
Flanagan, W. ....	50 00		
Moore, F. J. ....	50 00		
Willmott, J. H. ....	50 00		
		150 00	
<i>Agents' Disbursements.</i>			
Anderson, D. ....	18 29		
Brown, C. P. ....	8 40		
Campbell, P. C. ....	900 00		
Cockburn, J. D. ....	14 04		
Dawson, G. W. ....	23 32		
Day, J. F. ....	12 11		
Dill, J. W. ....	10 00		
Duncan, A. G. ....	4 31		
Fielding, W. ....	5 74		
Flanagan, W. ....	2 05		
Frood, T. ....	2 40		
Gilligan, B. J. ....	11 21		
Handy, E. ....	29 53		
Kennedy, J. D. ....	6 61		
Mackay, T. ....	16 34		
Macpherson, R. ....	8 83		
Macdonald, D. F. ....	850 03		
Margach, W. ....	716 00		
McWilliams, J. B. ....	253 22		
Nichols, W. L. ....	10 72		
Carried forward .....	2,903 15	18,485 82	

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....	2,903 15	18,485 82	
<i>Agents' Disbursements—Continued.</i>			
Poupore, J. ....	12 57		
Ryan, T. J. ....	2 00		
Scarlett, J. S. ....	23 80		
Stewart, C R. ....	14 45		
Tait, J. R. ....	11 21		
Tassie, D. ....	1 00		
Taylor, T. C. ....	95 70		
Whelan, J. ....	5 82		
Way, J. F. ....	84 40		
Willmott, J. H. ....	43 00		
<i>Miscellaneous.</i>		3,197 10	
McIntosh, J. I., travelling expenses .....	18 40		
Murphy, J. J., do do .....	10 00		
Henderson, J., inspecting .....	67 00		
Nickerson, W. F., inspecting .....	9 25		
McRae, J., do .....	25 00		
Bessell, John do .....	5 00		
Bick, G do .....	49 05		
White, Aubrey, travelling expenses .....	45 50		
Kennedy, John, inspecting .....	38 30		
Williams, W. D., do .....	10 00		
		277 50	
<i>Wood Ranging and Inspection of Timber Lands.</i>			21,960 42
Alley, E. ....		274 00	
Bick, George .....		1,040 81	
Brady, J. ....		730 00	
Brennan, P. ....		600 00	
Campbell, J. B. ....		127 60	
Cochrane, G. ....		37 45	
Cunningham, J. ....		715 00	
Dulmage, A. F. ....		1,330 00	
Foot, W. E. ....		290 00	
Gilbert, R. A. ....		140 00	
Halliday, F. ....		1,442 65	
Halliday, James .....		959 65	
Johnson, S. M. ....		1,474 44	
Kennedy, J. ....		1,281 04	
Ludgate, B. A. ....		40 00	
Ludgate, T. ....		1,289 95	
Moore, D. H. ....		1,050 60	
McCogherty, P. ....		610 00	
McGown, W. ....		820 00	
McGown, T. ....		310 00	
Paget, George .....		1,110 54	
Regan, J. ....		773 93	
Russell, W. ....		1,496 31	
Shaw, Jos. ....		1,364 05	
Smith, J. W. ....		1,053 65	
Turgeon, J. B. ....		575 00	
			20,936 67
<i>Forest Fire Prevention.</i>			
Aussant, T. ....		204 00	
Bates, R. ....		36 00	
Boland, I. M. ....		104 00	
Borron, E. ....		252 00	
Bowlands, W. ....		533 25	
<i>Carried forward</i> .....		1,129 25	42,897 09

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the  
Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		1,129 25	42,897 09
<i>Forest Fire Prevention.</i>			
Bradley, Th. ....		219 50	
Bremner, W. ....		424 40	
Brennan, J. ....		228 00	
Bromiey, Th. ....		483 29	
Callaghan, M. ....		186 75	
Campbell, D. ....		453 00	
Cochrane, J. ....		464 00	
Coghlan, J. ....		608 00	
Columbus, W. ....		154 50	
Conway, J. ....		250 00	
Currie, S. ....		125 00	
Dennison, H. ....		226 00	
Donally, P. K. ....		723 50	
Donally, R. S. ....		486 00	
Dufond, Ignace ....		224 00	
Emery Lumber Company .....		16 80	
Fraser, Hugh A. ....		192 00	
Gagné, F. ....		316 71	
Garvey, P. ....		3,258 48	
Golightly, G. ....		1,002 15	
Gonjon, A. ....		533 75	
Grant, James ....		58 00	
Grant, T. ....		106 00	
Guertin, G. ....		226 00	
Haley, C. ....		283 50	
Hamilton, G. H. ....		106 00	
Hammond, D. ....		405 50	
Haskins, J. ....		1,128 50	
Hudson, J. C. ....		233 00	
Humphreys, J. G. ....		186 00	
Humphreys, T. W. ....		182 00	
Hutton, J. ....		174 00	
Johnson, E. ....		151 15	
Johnson, R. W. ....		26 25	
Johnston, W. ....		249 25	
Kirkwood, J. W. ....		105 25	
Link, A. ....		42 00	
Love, R. ....		113 11	
Lynch, M. ....		204 50	
May, H. ....		180 00	
Mackey, W. C. ....		128 00	
Mitchell, J. C. ....		268 50	
Murphy, J. ....		208 00	
McCallum, A. ....		212 00	
McFarlane, J. ....		126 00	
McDonald, J. ....		302 00	
McKay, M. ....		18 00	
McKenzie, J. ....		566 75	
McLachlan Bros. ....		401 91	
McNab, W. C. ....		262 00	
O'Neil, A. J. ....		60 00	
Parcher, A. ....		1,155 25	
Porter, J. ....		709 46	
Prince, A. ....		266 37	
Quackenbush, P. ....		251 00	
Ritchie, A. W. ....		100 00	
Russell, J. ....		130 00	
Ryan, A. ....		47 00	
Sage, N. ....		166 50	
Scantlin, J. ....		496 25	
<i>Carried forward</i> .....		21,740 08	42,897 09



APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1888.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....		21,740 08	42,897 09
<i>Forest Fire Prevention—Continued.</i>			
Sedgewick, J. ....		174 00	
Thompson, F. H. ....		868 50	
Vannier, A. ....		290 00	
Vannier, N. ....		259 00	
Wilson, A. ....		262 00	
Whyte, J. T. G. ....		262 00	
Young, W. ....		257 50	
			24,113 08
Refunds .....			15,574 65
Colonization roads .....			115,273 56
Surveys .....			39,494 51
Board of Surveyors .....			335 00
<i>Special Inspections.</i>			
Paget, George .....		15 00	
McGown, William .....		430 00	
McGown, T. ....		85 00	
			530 00
<i>Contingencies.</i>			
Printing and binding .....		1,498 54	
Stationery .....		1,490 77	
Postage and telegraphing .....		1,175 96	
Extra clerks .....		224 00	
Office keeper .....		500 00	
Messenger .....		550 00	
Fireman .....		550 00	
Fireman .....		457 50	
Night watchman .....		500 00	
Subscriptions and advertising .....		2,136 88	
Sundries .....		727 92	
			9,811 57
			248,029 46

AUBREY WHITE,  
Assistant Commissioner.

D. GEORGE ROSS,  
Accountant.

DEPARTMENT OF CROWN LANDS,  
Toronto, 31st December, 1888.

## APPENDIX No. 7.

## WOODS AND FORESTS.

STATEMENT of Revenue Collected during the Year ending the 31st December, 1888.

	\$ c.	\$ c.
Amount of Ottawa collections, John Poupore .....	199,032 08	
“ “ H. J. Chaloner .....	32,528 01	231,560 09
Amount of Belleville collections, J. F. Way .....	111,531 27	111,531 27
Amount of Western Timber District collections at Department .....	948,333 15	
“ “ “ H. J. Chaloner .....	24,714 58	973,047 73
Total.....		1,316,139 09

AUBREY WHITE  
Assistant Commissioner.

G. B. COWPER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1888.

## APPENDIX No. 8.

List of Crown Timber Agents in the Province of Ontario, their Assistants, Names of Territories, Residences, Dates of Appointments, and Salary allowed to each for his services, during the year ending 31st December, 1888.

Names of Territories.	Names of Agents and Assistants.	Residence.	Date of Appointment.	Salary per annum up to 31st July, '73.		REMARKS.
				\$	c.	
Upper Ottawa.....	John Poupore .....	Ottawa City....	.....	.....	.....	The Crown Timber Office, Ottawa, acts for the Provinces of Ontario and Quebec, and also for the Dominion of Canada, in the collection of slide dues; the proportion of salaries chargeable to each Province and the Dominion not yet determined.
	C. S. McNatt, Assistant.....	" .....	1858, April 13 .....	1,400	00	
	J. Ritchie, Clerk .....	" .....	1864, June 23 .....	1,000	00	
	A. J. Russell, jr., Draughtsman.....	" .....	1867, April 1 .....	700	00	
	E. T. Smith, Clerk .....	" .....	1864, June 23 .....	650	00	
	J. Jackson, Messenger.....	" .....	1871, August 1.....	300	00	{ Additional to his salary from the Department of Public Works, Ottawa. During season of Navigation.
	W. J. Macdonald, Deputy Slide Master and Chief Timber Counter .....	" .....	1882, August 18.....	.....	*	
	James Steen, Timber Counter.....	" .....	1861, May 27 .....	\$2 per diem.	\$2 per diem.	
	John Redmond, Assistant, and Boatman .....	" .....	1872, March 1. ....	"	"	
	Joseph F. Way, Agent .....	Belleville.....	1854, May 6 .....	1,440	00	
Belleville Agency.....	H. J. Chaloner, Acting Agent.....	Quebec.....	.....	.....	.....	{ The remarks in connection with the Crown Timber Office at Ottawa respecting salaries, apply to the Collector's Office at Quebec.
Collector at Quebec...	Henry John Miller, Assistant...	" .....	1883, September 13.....	.....	1,200 00	
	William Miller, Clerk.....	" .....	1872, November 7.	.....	1,000 00	

\*The Local Governments of Ontario and Quebec have each paid Deputy Slide-master up to 31st December, 1883, \$150 per annum in addition to the amount paid by Public Works. Allowance by the Provincial Governments increased to \$250 each, per annum, from 1st January, 1884.

G. B. COWPER, Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1888.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX  
WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

QUANTITIES AND DESCRIP-

AGENCIES.	Area covered by Timber Licenses.	SAW LOGS. (A Standard is 200 feet B. M.)			
		White Pine.		Other	
	Square miles.	Pieces.	Standards.	Pieces.	Standards.
Ottawa Timber District.....	6,305	2,554,528	1,511,236	8,496	3,923
Belleville Timber District.....	1,751	1,481,498	682,745	21,344	7,243
Western Timber District.....	8,878	2,328,624	1,303,924	6,844	3,144
Total.....	16,934	6,364,650	3,497,905	36,684	14,310

GENERAL STATEMENT OF

AGENCIES.	Railway Ties.	Hemlock.		Cordwood.		Pile Timber.	Telegraph Poles.	Traverses.
	Pieces.	Pieces.	Feet.	Hard. Cords.	Soft. Cords.	Feet B. M.	No.	Pieces.
Ottawa Timber District.....	56,128	25	1,075	875	758	.....	63	1,719
Belleville Timber District....	34,762	424	20,351	80	.....	.....	529	.....
Western Timber District.....	670,456	.....	.....	1,339	12,571	98,752	2,264	.....
Total.....	761,346	449	21,426	2,294	13,329	98,752	2,856	1,719

G. B. COWPER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
TORONTO, 31st December, 1888.



No. 9.

## FORESTS.

Rent and Bonus during the year ending 31st of December, 1888.

## TION OF TIMBER.

SQUARE TIMBER.				Boom and Dimension Timber.		Ash, Cedar, Elm, Maple, Basswood.		Oak.		Tamarac.		
White Pine.		Red Pine.										
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Stand- ards.	Pieces.	Feet.	Pieces	Feet.	Pieces	Feet.	
13,791	750,803	10,602	394,321	118,437	81,076	{ A. 32 C. 5 B.W. 1	1,052 175 53	}	6	187	42	786
3,632	165,258	.....	.....	27,375	25,179	{ E. 118 A. 128 M. 3	3,542 3,620 108					
35,217	2,007,271	884	38,935	82,712	99,630	{ A. 40 E. 32	1,385 1,536	}	.....	.....	.....	.....
52,640	2,923,332	11,486	433,256	228,524	205,885	{ A. 200 C. 5 E. 150 M. 3 B.W. 1	6,057 175 5,078 108 53					

TIMBER, ETC.—*Continued.*

Lineal feet Cedar.	Cedar Posts.	Tan Bark.	Bolts.	AMOUNTS ACCRUED.				
Feet.	Cords.	Cords.	Cords.	Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
				\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
181,010	28	75	... ..	878 34	344,233 73	21,689 83	.....	366,801 90
182,071	1,763	.....	650	918 73	146,811 90	5,526 00	.....	153,256 63
360	409	.....	3,917	33,559 07	332,729 45	31,678 00	769,990 34	1,167,956 86
363,441	2,200	75	4,567	35,356 14	823,775 08	58,893 83	769,990 34	1,688,015 39

AUBREY WHITE,

Assistant Commissioner.

## APPENDIX No. 10.

Return of the number of locatees and of acres located; of purchasers and of acres sold; of lots resumed for non-performance of the settlement duties, and of patents issued under the "Free Grants and Homesteads Act" during the year 1888.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots of which have been cancelled.	Number of patents issued.
Baxter.....	Muskoka.	J. W. Dill, Bracebridge.....	12	1,377	.....	.....	.....	.....
Brunel.....			2	200	.....	.....	2	5
Chaffey.....			5	417	1	4	3	7
Draper.....			3	470	.....	.....	6	5
Franklin.....			12	1,550	.....	.....	9	9
Macaulay.....			.....	.....	1	99	.....	3
Medora.....			17	2,812	.....	.....	22	8
Monck.....			.....	.....	1	136	.....	1
Morrison.....			.....	.....	.....	.....	.....	2
Muskoka.....			7	1,066	.....	.....	11	2
McLean.....			4	468	.....	.....	6	1
Oakley.....			13	1,703	.....	.....	13	8
Ridout.....			4	378	.....	.....	3	2
Ryde.....			2	200	.....	.....	7	8
Sinclair.....			7	1,168	2	34	8	9
Sherborne.....			.....	.....	.....	.....	.....	.....
Stephenson.....			1	79	.....	.....	3	6
Stisted.....			7	946	1	2	.....	11
Watt.....			7	688	.....	.....	2	6
Wood.....			8	1,081	.....	.....	6	4
Cardwell.....	Parry Sound.	Mrs. T. Mackay, Parry Sound.	3	400	.....	.....	6	3
Carling.....			10	1,178	.....	.....	13	2
Christie.....			4	631	.....	.....	4	2
Ferguson.....			3	381	.....	.....	2	4
Foley.....			17	2,137	1	88	10	2
Hagerman.....			5	513	.....	.....	4	1
Humphry.....			2	287	2	96	4	4
Monteith.....			2	299	.....	.....	2	4
McConkey.....			.....	.....	.....	.....	.....	.....
McDougall.....			3	477	.....	.....	1	2
McKenzie.....			15	2,625	.....	.....	2	5
McKellar.....			1	200	1	2	2	4
Shawanaga.....			2	303	1	6	4	.....
.....			7	853	.....	.....	.....	1

	10	1,072	3	85	5	24
Chapman .....	3	548	.....	.....	4	9
Croft .....	5	980	.....	.....	.....	1
Ferrie .....	9	1,511	1	2	.....	5
Gurd .....	4	750	.....	.....	.....	5
Lount .....	8	1,183	1	1	4	8
Macfar .....	8	1,309	.....	.....	.....	1
(C. Mills)	.....	200	.....	.....	.....	.....
C. Pringle .....	1	1,268	3	201	4	14
Ryerson .....	9	345	.....	.....	1	4
Spence .....	2	742	.....	.....	.....	13
Strong .....	7	.....	.....	.....	.....	.....
Amour .....	12	1,475	1	4	10	18
Bethune .....	6	1,011	1	8	1	6
Joly .....	22	3,132	.....	.....	23	2
McMurrich .....	9	1,241	2	6	12	18
Perry .....	8	737	1	44	9	15
Proudfoot .....	4	583	.....	.....	6	3
Hardy .....	.....	.....	.....	.....	.....	.....
Hinsworth .....	20	3,036	5	343	17	7
Laurier .....	9	1,610	2	45	11	.....
Nipissing .....	7	1,000	.....	.....	6	5
Patterson .....	1	100	.....	.....	1	.....
Anson .....	2	182	.....	.....	3	1
Glamorgan .....	4	394	1	9	3	8
Hindon .....	1	100	.....	.....	1	.....
Lutterworth .....	8	638	.....	.....	6	4
Minden .....	5	319	1	2	.....	6
Stanhope .....	5	457	1	1	2	2
Snowdon .....	13	1,417	.....	.....	9	6
.....	.....	.....	.....	.....	.....	5
.....	7	969	.....	.....	5	12
.....	8	1,059	.....	.....	2	6
.....	7	944	.....	.....	5	8
.....	19	2,366	1	22	5	17
.....	3	217	1	22	1	3
.....	5	586	.....	.....	2	.....
.....	2	298	.....	.....	.....	2
.....	3	250	.....	.....	1	.....
.....	5	692	1	83	1	.....
.....	11	1,265	.....	.....	1	9
.....	14	2,352	1	1	2	8
.....	10	1,724	1	100	8	2
.....	5	500	.....	.....	4	8
.....	3	441	.....	.....	4	1
.....	9	1,225	1	2	12	3
.....	10	1,890	.....	.....	5	10

# APPENDIX No. 10.—Continued.

Return of the number of locatees and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.
Abinger .....	Addington .....	G. W. Dawson, Plevna.....	7	706	1	2	5	...
Denbigh .....			22	3,017	5	7	15	3
Canoito, South .....			2	383	1	42	1	3
Frontenac .....			...	...	...	...	...	...
do .....			17	1,853	...	...	5	11
Clarendon .....			4	599	...	...	3	1
Miller .....			9	987	1	9	5	10
Falmerston .....	Renfrew .....	James Reeves, Eganville.....	...	...	...	...	...	...
Algona, North .....			6	600	...	...	1	3
do South .....			1	100	...	...	3	10
Brougham .....			3	401	1	51	1	4
Gratian .....			21	2,885	1	1	2	4
Hagarty .....			...	...	...	...	15	7
Richards .....			5	500	5	521	6	2
Wilberforce .....	Renfrew .....	John Whelan, Brudenell.....	...	...	...	...	...	5
Brudenell .....			13	1,356	...	...	4	6
Griffith .....			1	200	1	50	...	...
Lyndoch .....			3	307	1	5	...	1
Matawatchan .....			16	1,974	1	42	...	2
Radcliffe .....			6	568	2	5	...	2
Ragian .....			7	891	1	1	3	...
Sebastopol .....	Renfrew .....	J. D. Kennedy, Pembroke.....	4	497	1	1	7	2
Sherwood .....			2	257	2	9	3	5
Alice .....			5	495	...	...	3	...
Buchanan .....			3	439	...	...	3	4
Fraser .....			...	...	...	...	4	1
Head .....			...	...	...	...	...	...
McKay .....			...	...	...	...	...	...
Petewawa .....	Renfrew .....	J. D. Kennedy, Pembroke.....	13	1,507	...	...	...	...
Rolph .....			4	405	3	9	6	4
Wylie .....			5	564	...	...	2	...
...			...	...	...	...	1	1



Bonfield .....	Nipissing .....	B. J. Gilligan, Mattawa.....	14	1,363	.....	6	.....	
Calvin .....			15	1,559	4	400	11	
Ferris .....			22	2,364	.....	.....	7	
Mattawan .....			6	632	.....	.....	2	
Papineau .....			12	1,207	2	22	6	
Aweres .....	Algoma .....	C. P. Brown, Sault Ste. Marie.	3	440	.....	.....	4	
Korah .....			6	948	.....	.....	5	
Parke .....	Algoma .....	J. F. Day, Bruce Mines.....	.....	.....	.....	.....	1	
Prince .....			.....	.....	.....	.....	2	
Plummer .....	Algoma .....	A. G. Duncan, Marksville. ....	13	1,233	1	13	23	
St. Joseph Island .....	Algoma .....	.....	5	720	.....	.....	25	
Blake.....	Thunder Bay .....	Wm. Margach, Port Arthur.....	.....	.....	.....	.....	.....	
Connee.....			5	800	.....	.....	.....	
Crooks.....			3	617	.....	.....	.....	
Dawson Road .....			14	2,159	1	160	11	
Gillies .....			8	1,167	.....	.....	7	
Lybster .....	.....	.....	29	4,237	.....	.....	17	
Oliver .....			.....	.....	.....	.....	.....	
O'Connor .....			.....	.....	.....	.....	.....	
Paipoonge .....	Total. ....		842	109,002	74	2,797	556	
						523		

JOSEPH J. MURPHY,

Clerk in Charge.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

## APPENDIX No. 11.

COPY OF AN ORDER-IN-COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR,  
THE 26TH DAY OF MAY, A.D. 1887.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise that the accompanying regulations under "The Ontario Fisheries Act, 1885," be approved of and established by Your Honour.

Certified,

J. LONSDALE CAPRÉOL,

Asst. Clerk Executive Council,

Ontario.

The Honourable

THE COMMISSIONER OF CROWN LANDS.

The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act, 1885," namely :—

1. That leases granted for the purpose of conveying the fishing rights pertaining to public lands adjoining the rivers, streams and lakes of the Province shall be for the depth of one chain inland from the water's edge.

2. Such leases shall be granted, as far as practicable, to responsible parties, able and willing to improve the lakes and rivers and guard them well. Applicants having in view the personal use and enjoyment of the fishing rights to be generally preferred to such as may offer higher rents with a view to farming or sub-letting the right to fish. Care to be taken that residents in the Province be allowed to enjoy a due proportion of the fishing rights.

3. That the valuation of the lands for rent shall be based on the character and condition of the rivers, streams and lakes which they adjoin, as made known to the Department of Crown Lands by reports of official Inspectors or private individuals, all such reports to be considered confidential and not to be communicated to other parties without the express authorization of the Commissioner of Crown Lands. Offers made by applicants for leases not to be communicated to other applicants.

4. That leases of lands made and granted under the provisions of "The Ontario Fisheries Act" shall not be held to convey the right to work any mine that may be found on such lands, or to cut any timber thereon.

5. That licenses and permits to fish shall be granted upon the payment in advance of such fees as the Commissioner of Crown Lands may, from time to time, determine, and shall be valid until the close of the angling season of the year in which it is granted.

6. That excessive or wasteful fishing or killing of fish shall involve the cancellation of the lease, license or permit covering the waters in which it has taken place.

7. That it be obligatory upon any person who has no domicile in the Province of Ontario, and who desires to fish in the rivers, streams or lakes under the control of the Province, to procure a permit or license to that effect from the Commissioner of Crown Lands before beginning to fish.

8. That no person shall, except under authority of a fishery lease, fishing license or permit, fish for, catch or kill any fish in any inland lake, river or stream adjoining the ungranted lands of the Province.

9. That no person shall, without lawful authority, fish for, catch or kill, by any device or means, any fish during their spawning time, or disturb or destroy their spawn or spawning-beds.

10. That it shall not be lawful to fish for, catch or kill brook trout, salmon trout, white fish, bass, pike, pickerel, maskinongé, tulibee, grayling, herring or perch in any inland lake, river or stream under the control of the Province, by any device or means other than by hook and line or angling, except in waters leased or licensed for the express purpose of net fishing.

11. That it shall not be lawful to use any explosives, or chemical material, or compound for the purpose of killing or catching fish.

12. That fishing by torch-light or other artificial light placed in or above the water is prohibited.

13. That no person shall fish for, catch, kill, buy, sell or have in possession any fish at times when the taking or killing of fish is prohibited by lawful authority.

14. That parties holding leases under the provisions of "The Ontario Fisheries Act" shall not have any recourse against the Government of the Province for any hindrance to their use and enjoyment of the fishing rights pertaining to the lands leased by the operation of any law enacted or that may be hereafter enacted by the Parliament of Canada, or by any action of the Government of Canada or any person employed thereunder.

15. It shall not be lawful to use or set in any of the inland rivers, streams or water courses within the Province any net, rack, trap, weir or obstruction for the purpose of catching fish or whereby the free passage of fish up and down the same may be obstructed or prevented.

16. The catching, killing or molesting of fish when passing or attempting to pass through any fishway or fish-pass, or in surmounting any obstacle or leaps, the use of any invention to catch, kill or molest fish in the mill-heads and water-courses appurtenant thereto are hereby forbidden.

17. It shall not be lawful to put into any waters in any inland river, stream or lake in the Province where fish are taken, any offal, blood, putrid brine, putrid fish or other deleterious substance, and all fish offal or filth of any description whatsoever accruing from the catching and curing of fish shall be burned or buried twenty yards distant from the water's edge of said river, stream or lake.

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*Close Seasons.*

It shall not be lawful to fish for, catch, kill or have in possession :—

Speckled trout, between the 15th September and 1st May.

Pickerel (Doré), between the 15th April and 15th May.

Bass and maskinongé, between the 15th April and 15th June.

White fish and salmon trout, between the 1st November and 30th November.

T. B. PARDEE,  
Commissioner of Crown Lands.

Department of Crown Lands,  
Toronto, 5th May, 1887.

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COPY OF AN ORDER-IN-COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR  
THE 19TH DAY OF JUNE, A.D. 1888.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise that the accompanying regulations, under "The Ontario Fisheries Act," be approved of by Your Honour.

Certified,

(Signed)

J. LONSDALE CAPRÉOL,

Asst. Clerk Executive Council.

Ontario.

The Honourable

THE COMMISSIONER OF CROWN LANDS.

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The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act":—

No. 1.—It shall be lawful for the Commissioner of Crown Lands, or any officer thereto authorized by him, to grant licenses to fish with gill nets for herring, white fish, salmon trout and pickerel in any waters adjoining Crown Lands not under lease, excepting the River Nepigon, Lake Nepigon and its tributary waters, for a period not exceeding one year, subject to the following regulations and restrictions:—The size of mesh for herring to be not more than  $1\frac{1}{4}$  inch from knot to knot on the square, or  $2\frac{1}{2}$  inches extension measure, and the mesh for white fish, salmon trout and pickerel to be at least 5 inches extension measure, or  $2\frac{1}{2}$  inches from knot to knot on the square, and said gill nets shall not be more than 50 yards in length.

No. 2.—It shall not be lawful to fish for, catch or kill, in any waters within the meaning of "The Ontario Fisheries Act," any herring, or to buy, sell or have in possession any herring taken in any such waters between the 15th day of April and the 15th day of June, and between the 15th day of October and the 1st day of December in each year.

(Signed)

T. B. PARDEE,

Commissioner of Crown Lands.

Department of Crown Lands,

Toronto, 15th May, 1888.

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# APPENDIX No. 12.

## FISHERY OVERSEERS, UNDER THE ONTARIO FISHERIES' ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
Newton Flanagan .....	River Nepigon, Lake Nepigon and adjacent waters .....	Red Rock .....	\$50 00
John H. Willmott .....	District of Muskoka.....	Beaumaris .....	50 00
Francis James Moore.....	County of Peterborough, Provisional County of Haliburton, and that part of the County of Victoria south of the District of Muskoka .....	Lakefield.....	50 00

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1888.

## APPENDIX No. 13.

NEPIGON, Ont., 19th December, 1888.

SIR,—Respectfully I beg the honour of submitting for your consideration my annual report of the fisheries throughout the district of which I am overseer, viz., River and Lake Nepigon.

Fly fishing and angling with hook and line have been the only means practiced here, no nets of any kind or other ways of taking fish have been resorted to.

During the past season the noble Nepigon has fully maintained its well merited prestige of being the finest and best of trout streams ; a number of visitors, considerably in excess of any former year, have fished on this river. Those who came early in the season, owing to the very high state of the waters brought about by the unprecedented fall of snow in this region last winter, met with only very moderate success, and the fish for the most part ran rather small, until later on in the summer, when the river fell somewhat, much larger fish were procured and some notably fine catches made. Towards the end of August the weather turned out very bad, with almost constant rain and exceedingly cold, which interfered very considerably with the pleasure of several parties of eminent gentlemen who were on the river at the time.

During the season I received for special permits the sum of five hundred and fifty dollars (\$550.00), which was duly forwarded to the Department, as also have been state-ments, permit books, etc.

I am glad to be able to report that the laws and regulations relating to the fisheries of this district have been generally properly observed during the past season.

I would again most respectfully bring to your notice the very earnest and frequently expressed desire by those who come to the Nepigon, many from great distances, for the purpose of angling, that your Government would continue to exercise a prudent and jealous guard over these splendid waters, and that you will kindly refrain from granting licenses or privileges to any persons for the purpose of fishing for the market on either Lake or River Nepigon.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

NEWTON FLANAGAN,

Fishery Overseer.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

Toronto.

## APPENDIX No. 14.

BEAUMARIS, 12th December, 1888.

SIR,—I have the honour to submit to you herewith my annual report as Fishery Overseer for the District of Muskoka.

On visiting the various localities under my charge it is most gratifying to note the decrease of the various illegal methods of procuring fish, as also the care taken by the majority of saw-mill proprietors to prevent the escape of mill refuse into the lakes and streams.

I would beg to call your attention to the present close season for salmon trout, viz., from 1st to 30th November. In all waters in this district these fish were depositing their spawn previous to the 20th October.

In conformity with instructions received from your Department I spent several days in studying the habits of white fish during the spawning season, the full report of results of which I have already submitted to you. These fish, I also ascertained, were spawning ten or twelve days previous to the close season. I also procured a quantity of spawn which I deposited in Muskoka Lake and Brandy Lake, Township of Watt.

Whether the early spawning, both of salmon trout and white fish, is confined to the smaller lakes I have been unable to ascertain, but should this not be the case, I would respectfully suggest an alteration in the dates of the close season for these fish.

The catch of bass and pickerel has, to most anglers, been satisfactory, although within the last few years there has been a marked decrease in these varieties.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

JOHN H. WILLMOTT,

Fishery Overseer.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

Toronto.

## APPENDIX No. 15.

LAKEFIELD, 31st December, 1888.

SIR,—I have the honour to submit my report in connection with fisheries in my district.

During the past season anglers have had fair success. During the summer I visited officially the waters in this district. With the exception of snaring and netting the law has been tolerably well observed.

Twenty-one Americans obtained permits from me during the year, amounting to twenty-one dollars, which have been forwarded to you. I have reason to believe that a number of Americans fish in the waters of this district without permits, for the reason, among others, that they do not know where to apply for permits, and if they did know, think it time enough to pay when demanded.

The varieties of fish in this district are, in Kachawannah, Stony, Clear, Koshkabog-among, Eagle, Gull, Gold, Ketchecum, Pencil, Deer, Green, Loukes, Long, Coxes, Black, Bottle, Beaver and Jacks Lakes, salmon trout, mountain trout, bass and maskinongé; in Pigeon, Mud, Sturgeon, Balsam, Cameron, Ball, Buckhorn, Deer Bay, Lovesick Lakes, Pigeon River, Otonabee River, Round, Belmont, Crowe and South Lakes, bass and maskinongé (some pickerel in Belmont and Round Lakes.) The waters in this district are infested with suckers and catfish; during spawning season they feed upon the spawn of other fish.

I have prosecuted several parties for illegal fishing, which will be found in my report of convictions.

To look after the fisheries in this district properly would require all my time, especially during the close season, and would incur considerable expense; this would apply to mid-summer when Americans visit this district, in order to collect for permits. My object has been to put down illegal fishing as far as possible with as little expense as possible.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

F. J. MOORE,

Fishery Overseer.

To the Honourable

THE COMMISSIONER OF CROWN LANDS,

Toronto.



# APPENDIX No. 16.

STATEMENT of the number of letters received and mailed by the Department in 1886, 1887 and 1888.

YEARS.	BRANCHES.						Totals.	Names indexed.	Enclosures.	Orders in Council.	Returned—not called for at address.	Mailed from the Department.
	Sales and Free Grants.	Accountant's.	Surveyor's.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.						
1886	7,590	1,088	1,877	2,855	2,487	30	15,927	20,000	30,000	13	40	20,368
1887	7,427	1,112	2,031	3,059	2,535	9	16,173	21,000	31,000	17	21	21,250
1888	7,548	1,040	2,248	3,160	2,373	10	16,379	23,000	33,000	21	12	18,272

JOHN MORPHY,  
Registrar.

AUBREY WHITE,  
Assistant Commissioner.

TORONTO, December 31st, 1888.

## APPENDIX No. 17.

## STATEMENT of Municipal Surveys for which Instructions were issued during the year 1888.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when confirmed.
1	Charles Unwin .....	546	24th January, 1888 .....	To survey the concession line or side road line along the southerly limit of lot number 1 in the 2nd Concession west of Yonge Street, in the Township of York, and to mark it by permanent stone or iron boundaries.	
2	P. S. Gibson .....	547	7th February, 1888 .....	To survey the side road allowance between lots numbers 15 and 16 in the 6th Concession of the Township of East Gwillimbury, and to plant durable monuments to mark the limits of said road allowance .....	26th April, 1888.
3	Geo. B. Abrey. .... { in lieu of 539	548 539	6th March, 1888 .....	To survey lots numbers 10 and 11 in the 17th Concession of the Township of Otonabee, and to plant durable monuments at each end of the limit between said lots.	
4	John M. Moore ... ..	549	6th March, 1888 .....	To survey that portion of the town line between the Townships of Lobo and Carradoc lying between the main line of the Great Western Railway and the Sarnia branch of said railway, and to plant permanent stone monuments at the corner of each Concession of Lobo and Carradoc respectively that comes within the aforesaid limits.	
5	C. J. Wheelock .....	550	25 April, 1888 .....	To survey that part of the blind line between the 7th and 8th Concessions of the Township of Arthur forming the westerly limit of lots numbers 15 and 16 in the said 7th Concession, and the rear line of lots numbers 16, 17 and 18, in the 8th Concession, and to plant stone monuments along said blind line.	
6	T. Harry Jones .....	551	4th May, 1888 .....	To survey that part of the rear line of the 5th Concession of the Township of Townsend across lots numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, and to mark the same by permanent stone or iron monuments .....	22nd November, 1888.
7	J. G. Sing .....	552	25th July, 1888 .....	To survey the blind line between the 5th and 6th Concessions of the Township of St. Vincent from the side road between lots numbers 6 and 7 to the side road between lots numbers 12 and 13, and to plant stone or other durable monuments at the rear angles of the lots in each concession abutting on said part of blind line.	

28th November, 1888.

8	J. M. O. Cromwell . . . .	553	8th September, 1888 . . . .	To survey the concession line in front of the 2nd Concession (Ottawa Front) of the Township of Nepean from lot number 21 to lot number 30 inclusive, and the concession line on the north side of Concession letter A in the Rideau Front of said Township of Nepean, and to plant durable monuments . . . . .
9	Thomas, B. Speight . . . . .	554	8th September, 1888 . . . .	To survey the road allowance between lots numbers 2 and 3 in the 4th Concession of the Township of Brighton, formerly Cranahe, and to plant stone or iron monuments at the front and rear angles of said lots where they abut on said side road allowance.
10	P. S. Gibson . . . . .	555	2nd November, 1888 . . . .	To survey the original allowance for side road between lots numbers 5 and 6 in the 1st Concession east of Yonge Street in the Township of York, and to mark the same by permanent stone or iron monuments.
11	David S. Campbell . . . . .	556	8th November, 1888 . . . .	To survey the side road allowance between lots numbers 5 and 6 in the 10th Concession of the Township of Downie, and to mark the same by permanent stone or iron boundaries.
12	Richard Coad . . . . .	557	3rd December, 1888 . . . .	To survey the road allowance or line in rear of the front Concession lots in the Township of Plympton from the town line between Plympton and Sarnia to the town line between Plympton and Bosanquet, and to mark the same by stone or iron monuments.

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

## APPENDIX No. 18.

## STATEMENT of Municipal Surveys confirmed during the year 1888.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	T. J. Patton .....	527	3rd July, 1885 .....	Survey of lots, numbers 18, 19, 20, 21 and 22 in the 14th and 15th Concessions of the Township of Billings, and to plant durable monuments at the front angles of said lots.	14th May, 1888.
2	R. O. D. Kennedy .....	532	26th September, 1885 ...	To survey and plant stone monuments on a portion of the town line between the Townships of Ancaster and Glanford, viz., at the ends of the 1st, 2nd and 3rd Concessions of the Townships of Glanford, and at the ends of the 4th, 5th and 6th Concessions of the Township of Ancaster.	14th May, 1888.
3	W. E. Yarnold .....	538	19th July, 1886 .....	Survey of lots, numbers 10 and 11 in the 5th Concession of the Township of East Whitby, and to plant durable monuments at the front and rear angles of said lots on each side of the road allowance between said lots.	26th April, 1888.
4	H. B. Proudfoot .....	540	24th August, 1886 .....	Survey of lots, numbers 24 and 25 in the 4th Concession of the Township of West Wawanosh, and planting durable monuments at the North-easterly and South-easterly angles of lot 24, and at the North-westerly and South-westerly angles of lot 25 at each side of the allowance for road between said lots.	26th April, 1888.
5	P. S. Gibson .....	547	7th February, 1888 .....	Survey of side road allowance between lots, numbers 15 and 16 in the 6th Concession of the Township of East Gwillimbury, and planting durable monuments to mark the limits of said road allowance.	26th April, 1888.
6	A. J. B. Halford .....	545	29th August, 1887 .....	Survey of the line in centre of the road in rear of the lots East of the River aux Puce, and planting durable monuments at the angles of the lots on the West side of the said road allowance in the Township of Maidstone.	15th August, 1888.
7	T. Harry Jones .....	551	4th May, 1888 .....	Survey of that part of the rear line of the 5th Concession of the Township of Townsend, across lots numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12, and marking the same by permanent stone or iron monuments.	22nd November, 1888.
8	J. M. O. Cromwell .....	553	8th September, 1888 .....	Survey of the Concession line in front of the 2nd Concession (Ottawa front), of the Township of Nepean, from lot number 21 to lot number 30 inclusive, and the Concession line on the North side of Concession letter A, on the Rideau front of said Township of Nepean, and to plant durable stone or iron monuments, etc.	28th November, 1888.

GEORGE B. KIRKPATRICK, P.L.S.,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

AUBREY WHITE,

Assistant Commissioner.



## STATEMENT of Crown Land Surveys completed and closed during the year 1888.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid.	No. of Acres.
1	29th May, 1886	J. W. Fitzgerald	Township of Fitzgerald	\$ 37 38	55,380
2	31st May, 1887	Thomas Byrne	" Anglin	400 14	55,002
3	31st May, 1887	J. W. Fitzgerald	" White	389 68	53,424
4	31st May, 1887	H. B. Proudfoot	" Harris and Casey	86 40	35,520
5	31st May, 1887	Richard Coad	" Hyman	122 88	23,184
6	31st May, 1887	Francis Bolger	" Foster	127 58	22,894
7	31st May, 1887	J. S. Laird	" Lumsden	65 96	20,238
8	10th June, 1887	James Dickson	Inspection of Surveys	48 92	
9	14th December, 1887	H. DeQ. Sewell	Base Line in Districts of Thunder Bay and Rainy River	770 40	
10	14th December, 1887	A. L. Russell	Survey of Lakes in Districts of Thunder Bay and Rainy River	861 75	
11	29th May, 1888	Alexander Niven	Outlines of Townships at head of Lake Temiscaming (96 miles)	2,880 00	
12	29th May, 1888	Elihu Stewart	Township of Bronson	3,504 69	50,067
13	29th May, 1888	H. B. Proudfoot	Base and Meridian Line in District of Algoma (60 miles)	1,800 00	
14	29th May, 1888	David Beatty	Township of Armstrong	1,607 97	22,971
15	29th May, 1888	W. R. Burke	" Moncreiff	1,621 76	23,168
16	29th May, 1888	J. P. B. Casgrain	" Evanturel	1,606 08	22,944
17	29th May, 1888	Willis Chipman	" Stewart	1,600 90	22,870
18	29th May, 1888	Richard Coad	" Blyth	1,663 69	23,767
19	29th May, 1888	R. W. Hermon	" Hudson	1,618 19	23,117
20	29th May, 1888	B. A. Ludgate	" Marter	1,605 03	22,929
21	29th May, 1888	Frank Purvis	" Ingram	1,607 83	22,969
22	29th May, 1888	T. B. Speight	" Kerns	1,611 05	23,015
23	10th March, 1888	James Dickson	Inspection of Surveys	346 25	
24	June, 1888	G. B. Kirkpatrick	Investigating Mining Claims, District of Thunder Bay, (expenses)	109 00	
		F. L. Foster	For Drawing Maps	348 00	
			C. M. Smith, N.Y., for Maps of Huron and Ottawa Territory	610 00	
			I. D. Irwin, Duty and Entry charges on Maps from C. M. Smith, N.Y.	107 35	
			The Copp, Clark Company, for lithographed Township and District Maps.	1,017 25	
			The Map and School Supply Company, for Mounting Maps	54 48	
			W. Margach, for work in connection with Woods and Forests Branch	153 90	
			Department of the Interior, for Maps of Townships in District Rainy River.	20 00	
				\$28,404 51	523,459

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1888.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 20.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date during the year 1888.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
				\$ c.
1	31st May, 1887	Joseph DeGurse	Township of Garson	Nil.
2	29th May, 1888	Thos. Byrne	"        Dickinson	2,900 00
3	29th May, 1888	Alexander Baird	"        Notman	1,000 00
4	29th May, 1888	Isaac L. Bowman	"        Hess	400 00
5	29th May, 1888	Joseph DeGurse	"        Craig	400 00
6	29th May, 1888	D. L. Sanderson	"        Chamberlain	1,400 00
7	29th May, 1888	Joseph M. Tiernan	"        Dack	1,100 00
8	4th September, 1888	William Bell	Outlines of Timber Berths, District of Algoma	1,100 00
9	29th May, 1888	James Dickson	Inspection of Surveys	2,790 00
				\$11,090 00

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

## APPENDIX No. 21.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the District of Rainy River during the year 1888.

No.	Description. No. of	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	R. R. 15	F. W. Paine and Robert B. Whiteside	Mining Locations, R 251 and R 252, west of Ottertrack Lake...	252	\$ 504	10th March, 1888.
2	" 16	Thomas Marks <i>et al</i> .....	" { R 304, R 305, R 306, south of Big Rock Lake, Hunter's Island. R 330, west of Seiganagons Lake, Hunter's Island .....	391	782	28th April, 1888.
3	" 17	W. E. Richardson & F. A. Day .....	" R 208, R 331, R 333, R 335, R 336, R 337, on Ottertrack Lake .....	769	1538	23rd July, 1888.
				1412	2824	

AUBREY WHITE,

Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1888.

## APPENDIX No. 22.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Thunder Bay, Algoma and Nipissing during the year 1888.

No.	No. of Description.	PATENTE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	2155	M. Neelin Garland .....	Mining Location, 39 E, north-west of Whitefish Lake .....	73	\$ 146	27th January, 1888.
2	2156	Benjamin F. Felt .....	R 237, on Atic Lake .....	56	112	26th January, 1888.
3	2170	J. B. Klock and R. A. Klock and E. B. Haycock .....	" 1 and 2, on Tanaganingue branch of Montreal River .....	151	302	18th February, 1888.
4	2174	J. E. Norton and L. M. Hall .....	" 190 T, north of White Fish Lake .....	160	320	25th February, 1888.
5	2175	A. D. Cummings .....	" R 314, north of Whitefish Lake .....	80	160	25th February, 1888.
6	2193	T. Marks, W. Murdock <i>et al</i> .....	" R 333 and R 334, north of the Township of Oliver .....	257	514	9th March, 1888.
7	2232	E. McConnell, T. Keaney, P. Gilligan, M. Rothschild and F. Meindl .....	" M 1, south side of Montreal River .....	83	166	27th April, 1888.
8	2243	A. Perras and J. as. McTeigue .....	" R 236, north-west of White Fish Lake .....	80	160	11th May, 1888.
9	2246	A. Perras .....	" R 332, north-west of White Fish Lake .....	87	174	11th May, 1888.
10	2247	Jas. N. True .....	" R 301 and R 303, near Atic Lake .....	150	300	14th May, 1888.
11	2257	J. Nicholson and E. Watts .....	" R 272, west of White Fish Lake .....	79	158	28th May, 1888.
12	2271	W. H. Laird .....	" R 66, north-west of White Fish Lake .....	170	170	9th July, 1888.
13	2272	Peter McLaren and Edward Watts .....	" R 239, north of White Fish Lake .....	80	160	12th July, 1888.
14	2273	Benjamin F. Felt .....	" R 318, west of White Fish Lake .....	80	160	12th July, 1888.
15	2277	M. N. Garland .....	" 36 E, north of White Fish Lake .....	78	156	31st July, 1888.
16	2278	James Scott .....	" F 1, at Lake Wahnapitae .....	171	342	30th July, 1888.
17	2279	O. N. Mulock and P. Messiah .....	" R 340, R 341, R 342, in the unsurveyed portion of Conmee .....	320	640	30th July, 1888.
18	2288	James Scott .....	" F 2, south of the Township of Dryden .....	80	160	9th August, 1888.
19	2289	C. R. Gehl, A. M. Machar and B. W. Folger .....	" R 295, north-west of White Fish Lake .....	71	142	10th August, 1888.
20	2290	Benjamin F. Felt .....	" R 284, west of White Fish Lake .....	94	188	10th August, 1888.
21	2291	Peter McLaren and Edward Watts .....	" R 322, north-west of White Fish Lake, and R 323, north of White Fish Lake .....	152	304	10th August, 1888.
22	2293	W. Young, L. McLaughlin, D. H. McLaughlin .....	" 14 XL, at Loch Erne, near Lake Shebandowan .....	50	100	21st August, 1888.
23	2304	Peter McLaren and Edward Watts .....	" R 367, north-west of White Fish Lake .....	82	164	22nd September, 1888.
24	2305	Peter McLaren and Edward Watts .....	" R 368, north-west of White Fish Lake .....	81	162	22nd September, 1888.
25	2307	Gilbert T. Ware .....	" R 316, north-west of White Fish Lake .....	80	160	1st October, 1888.



No.	Description.	PATENTEE.	Mining Location.	Acres.	Amount.	Date of Patent.
26	2308	Gilbert T. Ware	R 312, south-east of Sand Lake.	80	8	1st October, 1888.
27	2312	Edward D. Moore	G, near Straight Lake	75	160	18th October, 1888.
28	2315	Edward Jordan	R 355, north-west of White Fish Lake.	160	320	22nd October, 1888.
29	2316	S. W. Ray, J. D. Gehl, G. Wetherby.	17 E, in the Township of Strange.	79	158	25th October, 1888.
30	2318	A. D. Cummings, H. R. Tinkham, E. T. Tinkham, A. C. Otis.		181	362	30th October, 1888.
31	2319	T. H. Tretheway and Edward Watts.	R 131, R 132, in the Township of Lybster	47	94	2nd November, 1888.
32	2327	Benjamin F. Felt.	R 352, west of the Township of Strange.	70	140	10th November, 1888.
33	2328	George Hastings and Henry Hedges.	R 345, west of the Township of Strange.	99	198	17th November, 1888.
34	2330	Peter McLaren and Edward Watts.	6P, on north shores of Lake Huron.	79	158	17th November, 1888.
35	2331	Chas. A. Reed.	R 344, west of the Township of Strange.	15	90	23rd November, 1888.
36	2332	O. N. Murdoch and Paul Messiah	A 30, near Killarney.	80	160	5th December, 1888.
37	2334	Frank D. Andrus.	R 382, north of the Township of Conmee	80	160	6th December, 1888.
38	2338	Frederick T. Sibley	R 324, north of Arrow Lake	80	160	13th December, 1888.
39	2342	James E. Walker	R 257, west of the Township of Strange. R 270, and R 271, north of Schreiber Station Grounds.	160	320	26th December, 1888.
				4130	8090	

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1888.

## APPENDIX NO. 23.

Statement of Patents issued by the Patents Branch during the year 1888 :

Crown Lands.....	280
School    " .....	76
Mining    " .....	202
Public    " (late Clergy Reserve).....	35
Free Grants A. A.....	189
"       under Act of 1880 .....	279
Rainy River.....	3
Total .....	1,064

AUBREY WHITE,

Assistant Commissioner.

J. M. GRANT,

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1888.

## APPENDIX NO. 24.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS FOR ONTARIO, DURING THE YEAR 1888.

## PRELIMINARY CANDIDATES PASSED.

Harold Holmes Gibson.  
Merle Shafto Knight.  
George Elliott Ollerhead.  
John Kimpton Robinson.

Thomas Alexander Moore.  
William Ernest McMullen.  
Peter Lawrence Naismith.  
Charles Hugh Wallace, B. A., B. E.,  
T. C. D.

## FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

Frederick William Flater.  
William Fraser VanBuskirk, Graduate Military College.  
Killaly Gamble, D.L.S.  
Edwin Stanton Decker.  
Aaron Loughead.

Frank Martin, Graduate School Practical Science.  
Andrew Lake McCulloch, Graduate School Practical Science.  
Charles Herbert Pinhey, Graduate School Practical Science.  
Nelson Thomas Ritchie.  
John Roger, Graduate School Practical Science.

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless such Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

## PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination Before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree, Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and construction of Plain and Comparative Scales.

## FINAL EXAMINATION.

Final Candidates, before obtaining a License to practice, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz.: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions

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of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry, Mensuration of Superficies ; Laying out and dividing up of Land ; Descriptions by metes and bounds for Deeds and other Documents ; the Use and Adjustment of Surveying and Levelling Instruments ; the laying out of Curves ; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines ; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts (so far as they relate to Roads, Surveys and Drainage), the Ditches and Water Courses Act ; the Theory and Practice of Levelling ; the Principles of Evidence ; Drawing of Affidavits ; Taking of Field Notes and Preparing Plans ; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1888.

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# SURVEYOR'S REPORTS.

(Appendix No. 25.)

## DISTRICT OF ALGOMA.

### TOWNSHIP OF HESS.

BERLIN, ONTARIO,  
November 3rd, 1888.

SIR,—In accordance with your instructions dated May 29th, 1888, I proceeded on the 11th day of July to make the survey of the township of Hess, Algoma district. From Cartier, a small village located at the end of a division on the line of the Canadian Pacific Railway, I moved my camp over an old Indian trail crossing, crossing the south-west corner of the township of Hess to a point on Trout Lake near the centre of the south boundary. From here I went east with flying camp and took an observation at the north-east angle of the township of Cartier. From this point I proceeded to run my east boundary northward and then worked westward to Trout Lake. I then moved my entire camp to Big Lake, and after having completed the work in the south-west I moved again to an island in Lake Geneva. On the south shore of this lake, on line between lots 8 and 9 in concession III., I took another observation and found the variation the same as at the south-east corner, namely,  $4^{\circ} 45'$  west. From Geneva Lake my camp was moved to lot number four (No. 4), concession VI., from which point I finished the work.

The old post planted by Salter having disappeared, I ran my north boundary east from a point established by Provincial Land Surveyor Burke as the north-east angle of Moncrieff to meet the northerly production of my east boundary. The country drains by the Onaping River to the east, and by the Spanish River to the west. The north and east portions of the township drain into the Onaping, while Lake Geneva and Big Lake both have their outlets to the west. The shores of Big Lake are generally rocky but not precipitous, while Geneva Lake is surrounded with immense rocky ridges, more especially on the north side, some of which rise to a height of 500 feet. To the north of these mountains the country is low and swampy as far as the eye can reach, and to the east in the direction of the Onaping River it is very rough and broken. This township has apparently been the home of the trapper, for on every hand traces of his former residence could be seen.

The greater portion of the township is well timbered with good white pine, the principal outlets for which will be the Onaping River and Geneva Lake, the latter being crossed at its south-western extremity by the Canadian Pacific Railway. For farming purposes this township is almost useless, there being only occasional isolated patches of ground which might be cultivated.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) ISAAC L. BOWMAN,  
Provincial Land Surveyor,

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 26.)*

## DISTRICT OF NIPISSING.

## TOWNSHIP OF CHAMBERLAIN.

COURTICE, ONTARIO,  
October 11th, 1888.

SIR,—I have the honour to report that in compliance with your instructions, bearing date the 29th May, A.D. 1888, I have completed the survey of the township of Chamberlain in the district of Nipissing. I commenced operations on the 13th of July by running due west from the post planted on the east boundary between concessions one and two. The easterly half of the township and the south-westerly part (shewn tinted brown) consists of level and undulating clay land and sandy knolls with clay subsoil, and is fairly well adapted for agricultural and grazing purposes. The remainder of the township (shewn tinted yellow) consists of granite ridges and intervening clay flats. I found no economic minerals. There are numerous creeks but no lakes in the township. The Blanche River flows across the north-east corner of the township. A large creek called "Blanche River" on the projected plan enters the township in the third concession and flows across concessions four, five and six, crossing the north boundary near the north-west angle of lot four in the sixth concession. This creek has an average width of about seventy links. There are numerous water-falls on it affording mill-sites. The whole township, with the exception of three or four small tracts, has been burnt over and now is covered with poplar, birch, alder, cherry, etc., of a small size. There is very little timber of any value left. The courses given to bearing trees are magnetic. Accompanying this report are plans and field-notes of the survey.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) D. L. SANDERSON,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 27.)*

## DISTRICT OF NIPISSING.

## TOWNSHIP OF KERNS.

TORONTO, ONTARIO,  
November 1st, 1888.

SIR,—I have the honour to submit the following report of the survey of the township of Kerns, District of Nipissing, in compliance with instructions from your Department dated 29th of May, 1888.

I commenced the survey of this township at the front of the second concession at a post planted by Provincial Land Surveyor Niven on the line between the townships of Harley and Kerns, and ran due west, astronomically, the line between concessions one and two, planting thereon posts every half-mile. The side lines were run at intervals of 80 chains, and intersecting the posts planted on the north boundary by Provincial Land Surveyor Niven. The several concession lines were run due west, astronomically, and intersecting the posts planted on the west boundary by the same surveyor. I am

pleased to be able to report that nearly the whole of this township is well adapted for agricultural purposes, fully 90 per cent. of its area being composed of good farming land and free from stones.

Rocks appear in a few places in the shape of hills from 20 to 50 feet high, principally in the western portion, but covering a total of not more than three or four hundred acres in the whole township. The soil is good clay and clay loam. The general surface of the ground is gently undulating and in the western part rolling and hilly.

The only swamp of any extent is situated on lot No. 1, concession 4, and this could easily be rendered valuable by drainage upon the opening up of the township for settlement. The township is well covered with timber throughout, principally tamarac, spruce, balsam, balm of Gilead, cedar, poplar, with some white pine on lots nine, ten, and eleven, concessions two and three. The timber in concessions five and six is smaller than that in the southern portion; there is very little that would be valuable for export. Should there be a large area of pine lands to the westward of this township Wahbe's Creek could, at a slight cost be made suitable for the purpose of driving logs. The township is well watered by numerous streams of pure water. Wahbe's Creek, with its branches and tributary creeks, drains almost the whole area. There are rapids in a few places on Wahbe's Creek affording excellent mill privileges, one of which is on lot five, concession three. No minerals of any value were met with during the survey.

The weather was very showery during July and August, raining almost every day. The first frost was noticed on the morning of the 23rd of August.

As to the agricultural capabilities of the township of Kerns, I would predict a bright future before it, as the construction of roads for settlement will be easy, and, from the character of the timber, the clearing of the land will be comparatively inexpensive. A ready market for produce awaits the settler by reason of the extensive lumbering operations in the Temiscaming country, until such time as a railway outlet may be had.

Accompanying this report you will find plans, field-notes, etc., of the entire survey.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

THOS. B. SPEIGHT.

Provincial Land Surveyor.

To the Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 28)*

## DISTRICT OF NIPISSING.

### TOWNSHIP OF DICKSON.

SARNIA, ONTARIO.

October 11th, 1888.

SIR,—I have the honour to report that in accordance with your instructions dated 29th May last I have completed the survey of township of Dickson. I commenced the survey by taking an observation of Polaris at the north-east corner of the township, the south-east corner of the township of Anglin, and ran the eastern boundary from that point S. 20° 51' 40" E., astronomically making it the base of the survey, laying off the various concessions and side road lines in accordance with the instructions and projected plan.

That portion of the township lying to the east of Lake Lavielle and Lake Clear is hilly and very much broken by rocks and swamps, the soil being of a light sandy loam and generally stony. About half of this portion has been overrun by fire at different times, leaving alternate patches of burnt-land and green timber, the green timber being



principally hardwood. There is a considerable amount of very good red and white pine on this tract. There are two large tracts of very fine hardwood, but the soil on these tracts is generally a light sandy loam and mostly stony. The first is that portion lying to the south of Lake Clear, from the first to the fourth concession, and extending westward to lot twenty-nine. The second lies to the west of Lake Clear and extends northward from the sixth to the eleventh concession and westward from Lake Clear to lot thirty, as shown on the accompanying timber tracing. There is very little pine on the hardwood lands. The western and northern portion of the township is burnt country, with a few patches of green timber; the soil is sandy loam, the timber being poplar, white birch, cherry and balsam. There is some good pine in this part of the township, especially round the shores of the Opeongo and other smaller lakes.

Although there are traces of large lumbering operations throughout the whole township, there is still a large amount of valuable timber in it. On the whole, this township will compare favourably with any of the surrounding townships, both as regards timber and farming lands. It is well watered by numerous lakes, the principal being Lakes Lavieille and Clear in the north-east and the Great Opeongo in the south-west. There are very few streams, and none of any importance, in this township, nearly all the streams being dry during the progress of the survey. The geological formation is the Laurentian. I found no minerals of any value. I found a clearing of about fifteen acres, with a shanty about twenty feet square and some small outbuildings, on lots thirteen and fourteen, in the eighth concession, on the west shore of Lake Clear, but could not ascertain the name of the owner, as he was absent during the progress of the survey.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) THOS. BYRNE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 29.)

## DISTRICT OF ALGOMA.

### BASE AND MERIDIAN LINES.

CLINTON, ONTARIO,  
November 1st, 1888.

SIR,—I have the honour to submit the following report of the survey of base and meridian lines in the district of Algoma.

I proceeded to the work by way of Larchwood, on the Canadian Pacific Railway, and by the Vermillion River to the east boundary of the township of Lumsden, thence north on that line to the north-east angle of said township.

### ALGOMA AND NIPISSING BOUNDARY.

The first line surveyed was the boundary line between the districts of Algoma and Nipissing, north eighteen miles from the north-east angle of the township of Lumsden, as established by Provincial Land Surveyor Laird during the season of 1887.

I obtained an observation of Polaris for Azimuth on the night of July 20th, and used the latitude of the north-east angle of Lumsden, as I had calculated it from Salter's base line in reducing the observation.

The 1st mile of this line is in a very fair old bush, in which it continues to the south side of the large lake. Soil, sandy loam. After crossing the lake brule is encountered, and in which the line is produced to 30 chs. on the 8th mile, the timber being chiefly pitch



pine, birch and poplar. After leaving this brule old bush is met with, but of small extent, as the brule is again entered about the end of the ninth mile. The timber in the old bush is principally birch, spruce, pine, poplar, and a few maple and cedars. The second brule extends to the end of the 14th mile, where the old bush is again entered, and in which the line continues to the 18th mile post. The timber in this second brule is of much older growth than that previously met with in some places, in fact it is hard to tell that it had ever been burned over. This line is very hilly and rocky, the soil being sandy loam throughout; but on account of the rough nature of the country it is not very well adapted to agricultural pursuits.

Pine noticed only at a few places, on the large lake, on the 1st mile, to the east of the line on 3rd mile, to the west of the line on the 4th mile, in the green bush on the 8th and 9th miles. In these places the pine is very good. Both east and west of the line on the 12th mile, and north of the 14th mile, are some good trees. The principal rock of the country is a coarse-grained, slaty rock, with some gneiss and granite.

#### BASE LINE.

This line starts from the 18th mile post on the boundary line between Algoma and Nipissing Districts, and was surveyed west through the District of Algoma, crossing the line of the Canadian Pacific Railway near the 503rd mile post, or about five miles north of Pogamasing Station, and ends at the 42nd mile post, about seven miles west of the Canadian Pacific Railway. Nearly all the country crossed by this line has been burned at different times, some very recently and other parts a great many years ago. The timber is chiefly pitch pine, spruce, tamarac, birch, poplar, and in the green bush maple is met with in small quantities. Pine is met with at the following places: On the 1st and 2nd miles and northward, on the 8th, 9th, and 10th miles, a few pine on the 14th mile. They are more numerous on the 18th, 19th, and 20th miles and northward, and southward on the Onaping Lake there is a large quantity of good pine, and I am informed that at the north end of Onaping Lake the country is nearly all covered with pine. From the 21st to the 42nd mile pines are met with all through the country, although there are very few large bunches except at considerable distances. On Pogomasing Lake and on the lakes crossed to the west of Pogomasing Lake pines occur in large quantities along the shores and extend some distance to the north.

Although this country is rocky and hilly it is not nearly so rough as that traversed by the Nipissing-Algoma boundary line, the hills in general not rising to such great heights.

The rock is principally of a slate structure, but considerable gneiss is met with near Spanish River and to the west of the Spanish.

Unfortunately, I was unable to find Salter's old line, although I was put to a very heavy expense in attempting to find it, and being unaware of the intention of your Department I did not care to run north or south from the end of this base line.

At every six miles on both the meridian and base line I planted an iron tube  $1\frac{1}{2}$  in. in diameter, driven well into the ground, and marked them as directed in your instructions, and at every mile a wooden post was planted. Two bearing trees were taken to each post and in a great many cases stones were planted around their bases. By taking numerous observations I think I have managed to project the base as nearly west, astronomically, as possible. By the manner in which the posts have been planted and the lines opened up I am persuaded that the country would have to be swept clean by a fire to obliterate the line.

I send herewith plans, field notes, and all other records required by my instructions.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) H. R. PROUDFOOT,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 30.)

DISTRICT OF NIPISSING.

TOWNSHIP OF BRONSON.

COLLINGWOOD, ONTARIO,  
December 11th, 1888.

SIR,—I have the honour to submit the following report on the survey of the town<sup>n</sup> ship of Bronson, in the District of Nipissing, in accordance with your instructions, dated the 29th day of May, 1888.

I commenced the survey at the north-east angle of the township, and retraced the south boundary of the township of Head, and the west boundary of the township of Rolph, respectively. I found as I proceeded south that the course of the west boundary of the township of Rolph bore somewhat east of the given bearing for my north and south lines, which accounts for the increased length of lot number one, in the different concessions as we went south.

The Petewawa River flows through the township in a south-easterly direction. The land to the left of this stream, along its whole course through the township, rises to a height of from two to three hundred feet. It is most precipitous towards the west side of the township, in some places rising abruptly from the river. That portion of the township lying east of the river is more broken and hilly than to the west. Taking the whole township, only a small percentage of the land is adapted for agriculture, though a few belts of limited area might be successfully cultivated. These are to be found along the east boundary, and also near the south-west part of the township.

The most of the township has experienced at different times the ravages of fire, which has been so destructive to the once valuable pine forests throughout this whole district. In only isolated instances, where protected by lakes or swamps, is any green pine to be met with.

The township is for the most part grown up with a second growth of poplar and birch of small size and no value.

Near the south boundary, and west of the Petewawa, I found a small deposit of magnetic iron.

The lakes, as shown on the map, are of small size, and are mostly tributary to the Petewawa.

Owing to the obliteration by fire, I was unable to trace with any approach to accuracy the different timber limit lines in the township.

I have the honour to be, sir,  
Your obedient servant,

(Signed) E. STEWART,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF ARMSTRONG.

PARRY SOUND, ONTARIO,  
October 31st, 1888.

SIR,—I have the honour to report that I have subdivided the township of Armstrong, according to your instructions, dated May 29th, 1888. I proceeded to my

work by way of the Blanche River, from the head of Lake Temiscaming, following said river through the township of Hilliard, in a north-west direction, to the crossing of the line between concessions four and five, where I landed my supplies and moved them about three miles westward along said concession line to the east boundary of the township of Armstrong, and commenced work by brushing out about half a mile of said boundary, sufficient to get a good range of the line, and turned off the proper angle, and ran the line in front of the fifth concession about twenty chains, where I observed Polaris on the 15th of August, a few minutes before ten o'clock, p.m., and found my work correct. I then proceeded with the subdivision of the township, taking frequent observations to verify my work. The township is well timbered throughout, tamarac and spruce prevailing; spruce growing on the high ground as well as on the low, and sufficiently large for good building timber. The spruce will supply lumber for settlement purposes. There are very few pine trees in the township and scarcely any hardwood.

The soil is mostly clay, and will make good farming land, excepting in a few places where it is inclined to hard pan. It is fairly well watered with small creeks, some of which are dried up in midsummer. The creeks in the eastern part of the township run towards the Blanche River, while the western and greater part is drained by a stream about seventy-five links wide, which runs northerly through that portion of the township and empties into the Blanche River some distance north. The eastern part of the township is fairly level, but the western part is traversed by numerous ravines made by the small creeks draining into the larger stream as before mentioned.

The country is comparatively free from stone. I only found exposed rock in one place, (on the line between concessions one and two, on lot one), which is grey limestone, and appears to be a continuation of the limestone cliff so prominent on Wahbe's Point (Lake Temiscaming).

I think fully eighty per cent. of the township will make good farming land.

I have the honour to be, sir,  
Your obedient servant,

(Signed) DAVID BEATTY,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 32.)*

## DISTRICT OF ALGOMA.

### TOWNSHIP OF MONCRIEFF.

INGERSOLL, ONTARIO,  
November 23rd, 1888.

SIR,—I have the honour to submit to you my report of the township of Moncrieff, in the District of Algoma, surveyed according to your instructions, bearing date the 29th day of May, 1888.

I found the post marked xii. miles, for the south-east angle on P. L. S. Salter's meridian line, being the north-east angle of the township of Hart. From the south-east angle of my township, I retraced Salter's line northwards for my eastern boundary without very much difficulty, for a distance of five miles and thirty-seven chains, to a small stump which had the appearance of a post, but was so decayed that no marks were distinguishable on it. From this point no further trace of the line could be found, although I made a diligent search for it with the Indians who were with me. Going northwards, Salter's meridian appeared to bear to the east of the true north somewhat. I produced the line the remaining forty-three chains, and planted a post for the north-east angle of my township.



I also retraced the north boundary of the township of Hart, for the south boundary of my work, which was six miles, five chains, forty links, giving the overplus of five chains and forty links to lot number twelve.

I made a survey of the numerous lakes in the township, and located all mining claims therein. The lakes were all small, but contained great quantities of fish, especially pike and trout.

Onaping Creek, which runs through the township, as shown on the plan, empties into the Spanish River, not far from the south-west corner of my township. This creek can be navigated with canoes from the C. P. Railway northwards without much difficulty, but south of the tracks there are a great many rapids and very little water in places, and cannot be navigated with canoes. It is my opinion that a great deal of money would require to be expended in order to make it a stream fit for driving saw-logs.

The township has now been almost entirely overrun by fire, more so than when I commenced my survey, as a large fire swept down upon me from the north-west of my township; hence, parts shewn green in the field-notes are now badly burnt, and the timber is to a great extent destroyed. However, there is a belt of good pine about three miles square in the centre and western part of the township, which could be utilized if it is not allowed to stand too long. The second growth is principally balsam, spruce, white birch and pitch pine,

On the whole the township is rough and rocky, and not suitable for farming purposes. The rocks are of granitic formation. Where soil is met with it is of a sandy nature. Traces of copper could be found in a great many places all over the township, and had every appearance of existing in considerable quantities in some localities. Traces of iron were also found.

On the survey of my township, when necessary, I used a divided object glass micrometer, and found it by frequent tests to be a very accurate instrument.

When running my east and west boundaries, the townships of Craig and Hess were not surveyed, and I was therefore unable to give the jogs that the concession lines of these townships might make with the concession lines of my township.

I have the honour to be, sir,  
Your obedient servant,

(Signed) W. R. BURKE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*(Appendix No. 33.)*

## DISTRICT OF NIPISSING.

### TOWNSHIP OF INGRAM.

EGANVILLE, ONTARIO,  
October 20th, 1888.

SIR,—In accordance with instructions, dated May 29th, 1888, I beg to report having made the survey of the township of Ingram, in the District of Nipissing, agreeably to said instructions.

Ingram, lying as it does immediately north of Hilliard, which was surveyed by me last summer, the two reports will of necessity be somewhat similar but I am sorry to state that I cannot give as favourable a report this year as last.



The soil in concessions one and two, Ingram, is sandy clay, well watered and naturally drained, and capable of producing large crops.

Concessions three and four possess the same characteristics as regards water and drainage, but its soil is much lighter, being in some places pure sand.

Concessions five and six are very much broken by rocky ridges, with valleys of excellent land between.

I consider seventy-five per cent. of the township fit for farming purposes.

The Blanche River enters the township in concession four, flows south-easterly, crossing the south boundary in lot five. We went up the river about two miles from the west boundary on the steam yacht "Toneata," drawing five feet of water, in July, a fact which proves the river to be navigable the greater part of the season.

Otter Skin Creek rises in a large shallow lake on the north boundary, lots ten and eleven, flows southerly, leaving the township in lot eight.

The lake above mentioned, likewise a deep, crooked lake in lot eight, concessions five and six, are well stocked with fish. An old trail, indistinct in places but apparently much used, was found crossing the township diagonally, leaving the north bank of the Blanche in lot four, concession three, and connecting with the lake on lot eight, concession five. Very little merchantable timber was met with during the survey, a large portion of the township being covered with a thick growth of poplar, willow, small tamarac, spruce and balsam, although islands of fair-sized spruce and tamarac are scattered over its whole area. A grove of good pine was found in the north-east corner, and standing upon a hill on the north boundary, and looking north and east over the rough, mountainous, unsurveyed country, a large tract of pine could be seen which from appearance will yet prove very valuable. All the rocks met with were the Huronian formation. No minerals were found, excepting a small vein of sulphuret of copper on lot eleven, concession six. I herewith enclose plans and field notes which I trust will meet with your approval.

I have the honour to be, sir,

Your obedient servant,

(Signed) FRANK PURVIS,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 34).

DISTRICT OF NIPISSING.

TOWNSHIP OF MARTER.

PETERBOROUGH, ONTARIO,  
October 30th, 1888.

SIR,—I have the honour to submit the following report of the survey of the township of Marter, in the Nipissing District, surveyed under your instructions of date of May 29th, 1888. From Mattawa on the Canadian Pacific Railway I went up the Ottawa River by steamboats and tramway cars to the foot of lake Temiscaming, thence on to Fort Temiscaming by steamer, the water being unusually high at this time, June 20th, I proceeded directly to the township of Marter by steamboat, which is a good day's steaming from Fort Temiscaming. The outlines of the township are quite distinct and I ran the lines of sub-division north, and south, and east, and west, astronomically as instructed.

At one time parts of this township were timbered with very large pine which has long since been destroyed by fire and but few relics are now left. This township was also

overrun by fire about twenty years ago, and the whole township has now a heavy growth of poplar, white birch, alder, tamarac, spruce, pitch pine, etc., which at present is quite small and of no marketable value.

The whole of this township, with the exception of two rocky ridges, (one on lots two and three, concessions one and two, and one in concession six, from lots six to eleven inclusive) is fairly good farming land, being entirely free from stone and is what might be called "flat land," well drained by numerous small gullies and streams.

The soil varies greatly, in a few places being clear sand, but in general a sandy loam or clay loam with clay subsoil, and in a few places is a clear white clay to the surface.

The Blanche river, with its west, north and east branches flows through this township, which rapidly carries off the water from the numerous small streams, and contains numerous fish.

I found no economic minerals, the rock in the few places where it is found, is of the Huronian formation, the ridge on the north boundary shows numerous quartz veins. The magnetic needle is very unsteady and unreliable, and in general shows a variation of 8° 30' to the west.

There are no settlers in this township.

I have the honour to be, Sir,  
Your-obedient servant,

(Signed) B. A. LUDGATE,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix A. 35).

## DISTRICT OF NIPISSING.

### TOWNSHIP OF HUDSON.

REDNERSVILLE, ONTARIO,  
Oct. 1st, 1888.

SIR,—I have the honour to report that, in compliance with your instructions bearing date 29th May, 1888. I left my home near Rednersville on the 24th day of July and proceeded to Mattawa, where I purchased supplies and organized my party.

On the 26th we left Mattawa and ascended the Ottawa river and lake Temiscaming to the head of the latter.

Thence we passed on foot—packing supplies and outfit—along the south boundary of the township of Dymond to the south-east corner of my work, viz: the township of Hudson.

On the first day of August I began the survey of this township and completed the same on the 11th September.

This township is divided by a series of rocky ridges running north-westerly from the south-east corner. These ridges rise to a height of from 150 ft. to 200 ft. and often afford very fine views far over the outstretching forest northward to the height of land and eastward over the Temiscaming valley. Excellent Huronian slate is found in vast quantities in this hilly region, and the broken fragments are strewn thickly over all the adjacent valleys. Another remarkable feature is the presence of limestone and free stone bearing a striking resemblance to the Niagara formations and apparently the origin of the extensive white clay deposits of this and adjoining townships. In the south-western portion of the township are several beautiful lakes with an abundant supply of excellent fish. Here the soil is a sandy loam and the country is attractive as a point for new settlements.

North of the ridges the soil is white clay, the surface generally level, and the general appearance of the country rather flat and swampy. The timbers are not large being a second growth probably about seventy-five years old. The remains of an older and heavier forest are often seen, and in a few localities the fires have left it untouched.

The most valuable timber is the cypress or pitch pine which grows thickly and is smooth and tall and averages from six to eighteen inches. As to the best mode of development probably a wagon road extending from the Long Sault to the head of the lake Temiscaming with a short road from that to the lake Region to the westward would lead to the early occupation of these lands. But the construction of the projected railway from North Bay would be far better.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) R. W. HERMON,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 36).

## DISTRICT OF NIPISSING.

### TOWNSHIP OF BLYTH.

GLENCOE, ONTARIO,  
November 6th, 1888.

SIR,—In accordance with your instructions, dated May 29th, 1888, I have the honour to submit the plans, field notes and the report of the survey of the township of Blyth, in the district of Nipissing. Leaving Glencoe on the 16th of July, I proceeded by rail *via* Toronto to North Bay, thence by wagon road through Widdifield and part of Indian reserve to near the south-east corner of our township, when we started work by retracing the north boundary of the Indian reserve which forms the south boundary of Blyth, taking an observation of Polaris for Meridian at the south-west angle of lot number two in the first concession. We found a magnetic variation of seven degrees and ten minutes west, ( $7^{\circ} 10' W.$ ) which subsequent observations (five being taken altogether in different parts of the township) showed to be the same throughout the township, no important change of variation being noticed at any time during the survey.

From the south-west angle of lot number two in the first concession we ran due north astronomically, which shewed the width of lots two and one on the north boundary of the township to be eighty chains and sixty-seven links; we ran our west boundary from the post planted by P. L. S. Niven at our south-west angle on a course to meet a south-west angle of Notman, leaving our north boundary the nett six miles. The soil of the township is generally a light sand and somewhat stony in a few places, there being very little fixed rock to be seen and no indications of any minerals, although light the soil would appear to be well adapted to the raising of hay, oats and roots. For the greater part the township is comparatively level, the slope of the hills generally being easy. There are numerous small lakes which however are not well stocked with fish; these small lakes are generally connected by small streams, and those found in the N.W.  $\frac{1}{4}$  of the township have their outlet to the north-west or west to the Tomiko river apparently, while those in the east and south halves of the township have their common outlet into the little Sturgeon river, which has its head in the north-east corner of the township and passing out of it to the eastward in the sixth concession, re-entering in the third concession and having its course south-



westerly through concessions three, two and one, leaving the township at the south boundary on lot nine, about ten chains up stream from the south boundary there is a fall, or rapid in the river of about ten feet in height, as also there are falls and rapids in all about twenty-five feet in height on lot number six in the second concession, either of which will furnish good water power for mills, though the amount of water running in the river in the summer season is small. The timber is generally good except on some of the low lying lands, which are timbered with small spruce and tamarac. All the upland being well timbered with pine spruce, birch, maple except about 4,000 acres of brule. There are also some small tracts of good cedar. The greater part of the township is covered with fair to good pine of marketable quality.

The township could be easily opened up by means of a road to the "North Bay and Temiscaming Government road" which, as the country is generally moderately level, would not be very expensive to build.

There are no squatters in any part of the township.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) RICHARD COAD,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 37.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF STEWART.

BROCKVILLE, ONTARIO,  
November 15th, 1888.

SIR,—I have the honour to submit the following report on the township of Stewart in the district of Nipissing surveyed by me this summer in conformity with your instructions of 29th May, 1888.

I proceeded by rail to North Bay, thence by the Temiscaming Road north-easterly, and then northerly through the township of Widdifield crossing the north boundary of this township near the south-west corner of Mulock, thence following closely the west boundary of Mulock to the south-east angle of Stewart, where the survey was commenced by posting the north boundary of Merrick as the front of the first concession. The side line between lots four and five was made the base from which the concession lines were run east and west, and the line in front of concession five the base from which the side-lines were run north and south. The west boundary was run on a course of north, forty-two minutes east. Owing to the great number of days in which it rained, observations were not taken as frequently as I would have desired. The magnetic declination varied from seven degrees and fifteen minutes west to seven degrees and thirty minutes west.

The northerly and easterly part of this township is drained by small streams that flow into the Jocko River, and the remaining portion of this township is drained by streams flowing toward the Sturgeon River. All the streams are small, few, if any, being large enough for driving timber or logs; the largest being the one which crosses the west boundary near the south-west corner of the township. The lakes are numerous, many of them with very irregular contours; the largest as well as most irregular being the lakes in concessions I. and II.



This township has few hills of a greater elevation than 50 feet, the surface being undulating with large areas of swamp land. The soil throughout the township, unless otherwise given in the field notes, is a light sandy loam and very stony.

There are few rocky ridges in the township, the geological formation of all rock exposures seen being Laurentian, the greater part of the township being overlaid with Algoma sands. No economic minerals were met with.

A brulé of about fifteen years of age extends across the north boundary from lot 3 to lot 11, and runs southerly to the line in front of Concession IV. In this part of the township there is very little timber of any size or value. In all other parts of the township pine of good size and quality are found in sufficient quantities to make this township a valuable timber berth. The absence of large streams is partially counterbalanced by the level character of the country, which will permit of the easy construction of roads. There is very little hardwood bush, maple and birch in the township, the largest bush being in the centre of it where evidences were found that many years ago the aborigines had manufactured maple sugar.

The road from North Bay to Lake Temiscamingue follows closely the east boundary of the township, except in concession VI., where it bears north-westerly. The road is constructed as a waggon road to within about three and one-half miles of the south-east angle of the township, to the north of which it is constructed only as a winter road, all streams are, however, substantially bridged.

• This road will no doubt be the avenue by which the hardy settlers will enter the township unless the Lake Nipissing & James Bay Railway is constructed before the vacant and better agricultural lands to the south and north are all taken up.

Accompanying this Report are the field-notes, plan of survey, timber plan and other returns required, also a few photographs which shew fairly well the typical camp scenes and the nature of the country surveyed.

I have the honour to be, Sir,  
Your obedient servant,

WILLIS CHIPMAN,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto, Ont.

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(Appendix No. 38.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF EVANTUREL.

MONTREAL, QUEBEC,  
December 13th, 1888.

SIR,—I have the honour to report that according to your instructions, dated the 29th day of May, 1888, ordering me to proceed to the township of Evanturel, I left Mattawa on the 17th day of July with my party and that we travelled up the Ottawa River *via* the Lake Temiscaming Railway to Lake Temiscaming, thence across this lake and up Blanche River by steamer to lot number two, concession four of the township of Evanturel.

This readily shows that this township is already of easy access by steam communication from C. P. R. at Mattawa.

Having ascertained the line dividing the township of Evanturel and that of Ingram, which is well opened and easily found, I proceeded to run the several concession lines due

west astronomically and the north and south lines, north astronomically, planting and marking all the posts as required in the general instructions, of the most durable wood that could be found, firmly in the ground with two bearing trees well blazed and marked, and noting their courses and distances. All the lines were well cleared out and blazed and sky lines were cut in broken country.

The length of the chain was tested at least every second night. Several astronomical observations were taken, some of which are given with the field-notes.

I traversed all the rivers, about fourteen miles altogether, the work on the small river emptying in the west branch of Blanche River being particularly tedious, this river being too shallow in some places for canoes and at others too deep for wading, rendering it necessary either to portage a canoe or cut a line on the bank. All the traverses are connected with the concession or side lines. No lakes were found in this township. There are no squatters on the land I surveyed and no improvements of any kind.

The soil is rich clay land on the level sections of the township. In the broken and hilly parts the tops and the slopes of the hills are of a sandy loam. These slopes having been burnt about twenty years ago are now covered with small poplars, and they could very easily be cleared and the land ploughed as all the larger roots have been destroyed by fire.

Blanche River in this township is a beautiful stream, with a current of about two miles an hour, offering the settler every facility for transportation until roads are open.

There are several mill sites, namely, on lot three in concession five, on lot twelve in concession three, and on lot nine in concession three.

There are two magnificent water-powers on lot twelve concession three, the fall being almost sixty feet and the quantity of water inexhaustible all the year round.

There is no timber of commercial value in this township. The whole township is covered with a very thick growth of small poplars, tamarac, balsam, spruce and birch of all dimensions, cedar, elm and mountain ash.

There is no pine in this township.

There are a few cedar swamps, almost impenetrable. There is no timber plan accompanying these returns, by order of the Department, as all the different kinds of trees mentioned above grow promiscuously.

Besides the rivers, of which the water is good, there are many brooks with good cold water. On the other hand there are large tracts of country without water.

Most of this township is well adapted for settlement. The banks of the rivers, although high enough to prevent the flooding of the adjacent lands, are not too steep, in many places to forbid easy access to the water.

I found no minerals in the township of Evanturel.

The whole of the above is humbly submitted.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

J. P. B. CASGRAIN,

Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 39.)

## DISTRICT OF NIPISSING.

### OUTLINES OF TOWNSHIPS.

HALIBURTON, ONTARIO,

December 15th, 1888.

SIR,—I have the honour to submit the following report on the survey of outlines of townships at the head of Lake Temiscaming in the district of Nipissing, surveyed under your instructions of 29th May, 1888.

I commenced the survey at the south-west corner of township number 12, now called the township of Dack, and carried on and completed the same in accordance with instructions, the lines being run east and west and north and south astronomically in the following order :

Boundary between townships eighteen and nineteen.  
 West boundary of township seventeen.  
 South boundary of township seventeen.  
 Boundary between townships seventeen and eighteen.  
 South boundary of township nineteen.  
 West boundary of township nineteen.  
 Boundary between townships nineteen and twenty.  
 West boundary of township twenty.  
 Boundary between townships twenty and twenty-one.  
 West boundary of township twenty-one.  
 West boundary of township twenty-two.  
 Boundary between townships twenty-one and twenty-two.  
 Boundary between townships twenty-two and twenty-three.  
 North boundary of township twenty-two.  
 North boundary of township twenty-three.  
 East boundary of township twenty-three.

The details of survey will be found in the field notes and on the plan.

The townships are so fully described on the plan that I need say but little about them. Of the seven townships outlined, numbers seventeen, eighteen, twenty and twenty-one are the best and contain about eighty per cent. of good land. Numbers nineteen, twenty-two and twenty-three probably contain sixty-five per cent. of good land.

From what I could see of the country to the south-west and north of my survey, I think there will be two townships to the west of number seventeen, one township to the west of number twenty-one, and probably one to the north of number twenty-two fit for subdivision. The good land will now be found adjacent to the streams. The Blanche River to the north of number twenty-two is still a fine stream for miles above the lake, with banks about twenty feet high, with large timber and clay soil for some distance inland. Some of the largest poplar I have ever seen is to be found along the north boundary of township twenty-two, one tree cut on the line measuring thirty-two inches on the stump.

A few white pines were met with at different places on the survey, and there is a very fair timber limit in townships nineteen and twenty as shewn on plan.

There are only two lakes of any importance within the limits of the survey, one on the south branch of the Blanche in township twenty, and the other on the Blanche River at north-east angle of township twenty-two, a little beyond the forty-eighth parallel of latitude as shewn on the plan. Both of these lakes abound with fish, pike and pickerel being the most numerous. The geological formation is principally Huronian, but the gneissoid rocks come to the surface in many places. I found no minerals, but quartz veins were very numerous.

Moose were plentiful and Bear very numerous. Beaver were also plentiful in the streams and small lakes. The woods abound with Partridge.

The weather was favourable until the middle of September, after which it was broken and uncertain to the close of the work on the seventeenth of October.

The water in the Blanche river is unusually high during the month of June and was navigable for steamers to the high falls in township fifteen, a distance of about forty miles above Lake Temiscamingue.

There are no settlers or squatters within the limits of the survey.

The facilities for settlement of this district remain unchanged and are those described in my report for 1886, excepting that the rates for transport are now about twenty-five per cent. higher. This vast tract of good land will probably remain unsettled until a



railway has been pushed through to the head of Lake Temiscamingue. In the event of this being done the land no doubt would be rapidly taken up.

Herewith are plan and field-notes of survey with account.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) A. NIVEN,  
Provincial Land Surveyor.

To the Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 40).

## DISTRICT OF THUNDER BAY AND RAINY RIVER.

PORT ARTHUR, ONTARIO,  
15th June, 1888.

SIR,—I have the honour to report that in accordance with your instructions of the 14th December, 1887, to survey a base line from the north-west angle of the township of Strange to Agnes Lake, on Hunter's Island, and the Meridian line between the districts of Thunder Bay and Rainy River, south of the said base line, I left Port Arthur on the 21st January for the north west angle of Strange, owing, however, to heavy snowstorms and unfavourable weather, I did not succeed in securing an astronomical observation before the morning of the second of February, on which day I commenced the survey of the base line, and which I completed on the 2nd April. The weather experienced throughout the entire survey was by far the most severe that it has ever been my lot to experience in this district. Constant heavy snowstorms causing a complete stoppage of the work on an average of from two to three days in each week. Owing also to this cause I did not succeed in taking as many astronomical observations as I should otherwise have done, but I used every endeavour to take them as frequently as possible, in accordance with my instructions. The large quantity of snow on the ground, which was from four to six feet in depth, precluded the true nature of the soil being ascertained.

The country through which the base line passes, is principally granite or gneiss of a very superior quality, somewhat similar to the Aberdeen granites. At Nulla Lake the northern outcrop of the green slates and trap came in, but they did not extend beyond two or three miles. The dip of these green slates and trap varied from  $50^{\circ}$  to  $70^{\circ}$ ; and to judge from their general appearance, I should think it very likely that gold might be found in good paying quantities. From the thirty-fifth mile or Cunniash Lake to the Rainy River district or the western end of Bitchu Lake the disturbance of the magnetic needle as recorded in the field notes, would appear to indicate the presence of large quantities of iron, probably in the form of Magnetite or Hæmatite ores. About two to three miles south of the base line there is no doubt that valuable mineral strata exist, which would probably show up well if carefully explored. From the township of Strange to the boundary of the Rainy River District, the country has mostly been burnt over in the immediate vicinity of the base line, and the line runs mostly through high rocky ground with the exception of hollows and in the near vicinity of the lakes, where the land lies mostly low and probably consists of a rich alluvial soil; while in that portion of the line which passes through the Rainy River District the country seems to have been more protected from fire and appears to possess a far richer alluvial soil.



Moose, Carriboo, Bear, small game and fur-bearing animals abound in the country west of Bitchu Lake.

I came across some good sized pine near Waykwahbinonahn Lake and also near Bitchu Lake, and on Hunter's Island, but the Indians informed me that there was more good pine to the south of the base line. Wherever the country had been burnt over it was mostly re-grown with small second growth pitch pine and birch, and in some instances with poplar. In the unburnt parts the pitch pine, birch and poplar are mostly of good size and well suited for mining and fuel purposes. There are also some good groves of spruce and tamarac.

The line was run carefully with a transit Theodolite, and was well cut out and blased. The iron posts were well and carefully driven in with a sledge, or drilled and run in with lead, and wherever stone could be found it was piled around the six mile posts; but owing to the unusual depth of snow it was only occasionally that stones could be obtained. At the 42nd mile from the township of Strange, the line being longer than was anticipated, I found I had only sufficient of the larger iron bars for the remainder of the work, and not having time to send for more, I planted one of the three-quarter inch iron posts at this mile. In all other respects the posts were planted in accordance with my instructions.

Accompanying this report I beg to submit the plan, field notes, astronomical calculations and a few geological specimens with accompanying list and accounts.

I have the honour to be, Sir,  
Your obedient servant,

HENRY DE Q. SEWELL,  
Provincial Land Surveyor.

To the Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto, Ont.

(Appendix No. 41).

## REPORT ON THE SURVEY OF THE LAKES WEST OF ARROW LAKE IN THE DISTRICTS OF THUNDER BAY AND RAINY RIVER.

PORT ARTHUR, ONTARIO,

April 30th, 1888.

SIR,—I have the honour to report having concluded the survey of the lakes along the International Boundary westward from Arrow Lake, performed in accordance with your instructions of the 14th day of December, 1887.

Work was commenced at the outlet of Rose or Mud Lake, and from thence a continuous transit survey was carried on as far as Carp Lake on the south side of Hunter's Island. This work comprised a survey of Rose, South and North Lakes, Gunflint River, Gunflint Lake, Granite River, Seiganagah Lake and River, Seiganagah, Lily-pad, Jasper, Otter Track, Big Rock and Emerald Lakes, also a portion of Sturgeon River and Northern Light Lake.

All the mining locations in the vicinity of our work were carefully tied into the survey lines.

On Seiganagah Lake a tree was squared and pickets left standing to indicate to P. L. S. Sewell the longitude of the Meridian between the Thunder Bay and Rainy River Districts. I was unable to run the line connecting with the base line as directed, owing to the fact the base line was not produced sufficiently far west when we were in that vicinity. As it was probable moreover at this time that we should run short of provisions, (Indians having broken into and stolen from our caches), I did not run the

line between Seiganagah and Seiganagonsse Lake, feeling assured that the Department would be better pleased to have the survey extended as far as possible into the valuable iron deposits of Hunter's Island, especially as the above lakes were connected, otherwise by careful transit work during which the observations had been frequent and satisfactory. Compass work in this region would be of little or no value, owing to local attraction.

The plans of the International Boundary Survey, signed by the joint Commissioners, although showing in the main, when checked by our work a great semblance in general outlines are in places grossly inaccurate; errors of over a quarter of a mile being not infrequent.

As the offsets on our work were seldom over three chains nothing of importance could have been overlooked, and the details is as minute as could be indicated on a plan on a scale of one mile to an inch.

In order that the details of topography might be shown to the best advantage, the work was plotted four times the desired size and carefully reduced by pantagraph. To connect our work with the United States township suveys a tie line was run to one of their meander corners on Otter Track Lake as shown on the plan.

From and including Rose Lake westerly the country is well timbered as far as the easterly part of Gunflint Lake. Spruce, poplar, birch and balsam prevailing, with occasional red and white pine, in small belts or scattered, the red pine being far more common than the white.

Although this pine would be very useful and desirable, I do not think there is sufficient of it to make the lands valuable for it only. From the easterly part of Gunflint Lake westerly and notherly, except in patches, a brule covered in most places with a second growth of poplar, birch and jack or pitch pine extends as far as Island Portage or Granite River.

From this point a belt of timber chiefly spruce, poplar and birch, with some red pine averaging 12 to 16 inches in diameter, extends to Seiganagah Lake and along the south and east shores of that lake, the north shore is all brule to within two miles of the outlet.

On the south-east portions of the lake and on some of the islands we observed a considerable quantity of pine, averaging 12 to 20 inches, generally red.

From about two miles east of the outlet of Seiganagah Lake considerable red pine occurs with the usual spruce, poplar and birch. The green timber again gives place to brule on the south shore of Seiganagonsse Lake at a point about due south of the east end of Hunter's Island, nothing but a small second growth of pine, poplar and birch being found from here along the south-east and east shores of the lake.

On the north shore about two miles from the east end of the lake the brule ceases and we find an abundance of spruce, poplar, birch and jack pine with an increasing proportion of red pine.

Immediately west of the small lake north of Seiganagonsse Lake, called Angle Lake is a belt of good land, pine chiefly red. The easterly point of Hunter's Island is very sparsely timbered. From Seiganagonsse Lake westward only occasional patches of brule are encountered, there being a considerable quantity of red pine of good size, especially in the vicinity of Big Rock Lake. On Granite and Seiganagah Rivers there are numerous falls and rapids capable of furnishing ample water power for any purpose.

In general the entire country traversed is rocky and unfit for cultivation, sufficient good arable land however exists to supply the wants of a lumbering or mining community. The shores of the lakes west and north of Gunflint Lake are more rocky and rugged than those of the latter or more easterly lakes; this is more especially the case along the north shores of Seiganagonsse, Otter Track and Big Rock Lakes.

In the region surveyed there are two distinct and separate iron belts, one at Gunflint Lake which extends in width about three-quarters of a mile back or north from the north shores of Gunflint and North Lakes, and another which extends north-easterly from Carp Lake south of Hunter's Island, through Emerald, Bigneck, Otter Track, Jasper and Lily-pad Lakes to Seiganagonsse Lake.

This latter belt appears to be identical with the famous "Tower" range in Minnesota and has an average width of one mile and a half. Its general course is indicated by the mining locations shown on the plan.

It is to be regretted that the unprecedented depth of snow, thinness of ice and generally stormy weather of the past winter has interfered materially with the progress of the survey, particularly in rendering it impossible for the topographer to obtain that general topographical knowledge of the surrounding country we had anticipated. The great depth of the snow prevented the ice from attaining one-fifth of its usual thickness and almost everywhere there was an average of six inches of water over the ice, rendering travelling very difficult and trying and track surveying impossible.

Altogether about two hundred and ten miles (210) of instrumental line were run besides the considerable amount of topographical knowledge acquired by compass and pacing as shown on the plan.

A plan of survey on a scale of one mile to the inch is herein submitted, also the usual accounts and vouchers of expenditures in triplicate.

Now that a good foundation has been laid for future work the filling in of much desirable additional data, such as Northern Light and Agnes Lakes could be readily and rapidly performed by a micrometric traverse checked by azimuth observations.

All of which is respectfully submitted.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) A. L. RUSSELL,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.

*Appendix No. 41a.*

DISTRICT OF NIPISSING.

TOWNSHIP OF FITZGERALD.

PETERBOROUGH, ONTARIO,  
February 8th, 1887.

SIR,—I have the honour to present herewith the report, field notes, and plan of survey of the township of Fitzgerald, performed under your instructions of date, May the 29th, 1886.

The township is situate about eight miles south of Deux Rivières, on the Ottawa River. It contains 54,846 acres.

The westerly side of the township is drained by the North River, a tributary of the Petewawa River, the easterly side by a smaller stream, Bissett's creek, which flows directly into the Ottawa River at a point on the C.P.R. called "Bissett's Station." The surface of the township is rather rocky and broken along the southern concessions, but only in a few instances are very steep or sharp hills met with.

These hills are composed of the usual kinds of gneiss or granite rock common in this part of the country.

The crests are generally bare and barren, destitute of forests and vegetation.

The slopes are mostly overlaid with surface stone and boulders, in places resting on bare rock, gravel, and sand.

The lower levels and valleys are of the usual kinds of sand loam, clay, etc., in places of good average depth and fertility.

Close along the east boundary—concessions six to ten—there is a good hardwood tract covered with maple, birch, beech, and mixed greenwood.

The soil here contains more clay than is found elsewhere in the township, and although somewhat stony on the surface, is nevertheless capable of being cultivated to advantage, and might be considered, for this region, fair farming land.



This tract contains probably five to six thousand acres. Excepting the block of hardwood here referred to, and a small block of white pine in the south-west corner of the township, there is now little standing timber of any value left. The pine will be removed this winter. Originally, the pine crop in this section was extensive and of good quality, and I understand was lumbered over as far back as three-quarters of a century ago ; but at present there is no timber of any kind—of any value, except the two small patches described.

Some fifteen or sixteen years ago a great fire swept over a large district along this part of the Ottawa country, so that very little of commercial or marketable timber now remains.

In many parts the country for miles is bare, excepting clusters of charred trees few and far between, with a crop of underbrush growing up between them.

During the progress of the survey a careful search was made to trace out the old limit lines referred to in my instructions, but owing to the almost complete destruction of the old standing timber, and the appearance of a new crop of underbrush, it was rendered impossible to discover any reliable evidence in relation thereto.

As will be seen, the township is pretty much dotted over with small lakes.

Most of these are of good clear water and of considerable depth.

Fish is found in the large lakes.

The shores are generally low and sandy, and seldom bold and rocky.

A large portion of the township on the slopes and uplands that may not be well adapted for farming of crops, will serve as pasture and grazing land.

I have the honor to be, Sir,

Your obedient servant,

(Signed)

J. W. FITZGERALD,  
Provincial Land Surveyor.

The Honorable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



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(Appendix No. 42.)

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REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS.

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To the Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honour to present the annual report of work done in this branch of the Department during the year 1888, in the construction and repair of roads and bridges.

The number of miles of new road made during the year is 219, and of repairs 333½ miles. There were also 30 bridges built and a number repaired, as shown in the following detailed account :—

NORTH DIVISION.

BASSWOOD LAKE ROAD.

One mile of construction in order to complete this road which was begun two years ago, and now connecting with Grand Portage Road. This mile is on the second and third concession line of Wells township, and across the fronts of lots five to eight, both inclusive.

The road is of vital importance to the settlers and the district generally.

CLARKE'S BRIDGE.

The construction of this bridge was commenced last fall, as mentioned in my previous report.

It is 120 feet long, with a main span of 60 feet; the abutments being 18 feet in height, and filled with stone.

Its cost is much beyond the ordinary expenditure for such a bridge, but the difficulty in securing foundations accounts largely for this fact.

### COCKBURN ISLAND ROADS.

A mile and a quarter constructed on tenth side line road; two miles and a half repaired on the twelfth line; and about one and a half miles repaired on the main road from the wharf or steamboat landing, a large amount of work for the expenditure, \$505.80.

#### COYNE'S ROAD.

A continuation from the line between lots 3 and 4, westward between the second and third concessions of Galbraith to lot 6, and from thence northward between lots 5 and 6 to the centre of the fourth concession. Two and a half miles of new work.

#### COFFIN (2ND AND 3RD CON.) ROAD.

The grant—\$500—was only sufficient to build a bridge over Thessalon River on this line. It is a structure 156 feet long, with a centre span of 70 feet. \$200 more would have been required to complete the road as was intended.

#### GALBRAITH AND COFFIN ROAD.

In consequence of high spring floods, a great many bridges of various sizes were carried away or damaged so as to impede travel, and it became necessary to spend more than the original grant on both the Galbraith and the Coffin road.

Six bridges were renewed, and several culverts were also renewed and enlarged, involving the forming of approaches in most cases.

Three and a half miles of road were repaired in addition to the bridges and culvert work.

#### GRAND PORTAGE ROAD.

Upon inspection it was found that the appropriation of \$900 would not be sufficient to make the road and build a bridge over the Massissaga River, and also that it was much more important in the interests of the district that several bridges, which the floods had destroyed, be replaced, with the expectation that a larger grant might be obtained for the work first contemplated.

The largest bridge which was entirely carried away was one over a branch of the Thessalon River, on a main road leading into Thessalon. It was renewed at a cost of \$550, and another over Livingston's creek built for about \$200. About \$70 were spent in making examinations and measurements for Grand Portage Road bridge, and a small bridge was built over Beaver Creek at a cost of about \$200.

#### INDIAN PENINSULA ROAD.

The main highway through the east side of the Indian Peninsula, in the County of Bruce.

Instead of continuing the construction of the road towards Tobermory, the portion between Lyon's Head and Dyer's Bay, was found to be almost impassable and the grant was expended largely in repairing eight miles of the roughest road I ever passed over.

#### KAMINISTIGUIA BRIDGE.

These repairs were of a large and expensive nature, as it was found by experience that the bridge as it existed was in danger every spring of being carried away by ice jams and freshets, which in this river, and especially at the site of the bridge, are of an exceptional nature in force and suddenness.

It became necessary to change the character of the bridge by making larger openings to the extent of three new spans of 60 feet each; one of 50 feet, and three of about

40 feet, and involving the building of eight heavy piers 12 feet by 25 feet, and other lesser ones.

The work which had to be done during last winter in order to obtain proper foundations was, with the stone and filling of the abutments, much more costly than at first estimated.

The freshets this spring were, it is said, greater than ever before known, and has proved that while the work done is quite sufficient to withstand the great pressure of water and ice, the superstructure ought to be raised throughout about two feet so as to guard against further possibility of danger.

#### LaCLOCHE AND SPANISH RIVER ROAD.

A winter road and mail route to the Canadian Pacific Railway, constructed from a point about half a mile west of the Hudson Bay Company's Post at LaCliche, northward to what is known at Flarin's farm on Spanish River; the point of ending being about half a mile west of the above named company's property.

Settlers about Spanish River appreciate this work, as the mail can by this road reach them from Manitoulin Island, with, in winter, sleigh and horses. The length of the road is four and three-quarter miles.

#### MISSISSAGA ROAD.

On account of damage by spring freshets a considerable portion of that made last year had to be repaired and the balance of the grant was only sufficient to make three of the five unopened miles, leaving yet two to construct so as to reach the Mississaga iron bridge.

#### MISSISSAGA BRIDGE.

The excessive spring floods had washed out a portion of the east bank at this iron bridge, and it was necessary to build some additional crib work for more permanent protection. The structure was, however, in no way injured.

#### MANITOULIN ISLAND ROADS.

Thirteen different works are embraced in the season's operations on the Island, amounting in all to twenty-three miles of repairs; nearly four miles of new road built and two bridges constructed; the works being:—CLOVER VALLEY ROAD, upon which about \$300 were spent in repairing, ditching, grading, and otherwise improving about one mile of its length, and includes also cutting out 180 rods of swamp on the sixth concession of Assignac.

The CAMPBELL AND MILLS ROAD, on the seventh and eighth concession line of Campbell, was opened through the fronts of lots 26 to 30, both inclusive, making a mile and a quarter, and completing a through road easterly, whereby settlers can reach Providence Bay and other eastern points. The expenditure was about \$200.

GORE AND MUDGE BAY ROAD was, at a cost of \$100, repaired over two-and-a-half miles between lots 5 and 15; and LAKE WOLESLEY ROAD was extended three-quarters of a mile, and nearly six miles were repaired; two of which were in the township of Robinson, about two in Burpee, and the balance in Mills and Gordon; the cost being about \$1,000.

Three miles of repairs were made on LONG BAY AND LAKE HURON ROAD, one and a quarter of which was on the town line between Carnarvon and Campbell, between concessions 14 and 16; the balance being on the 12th concession line of Campbell, across lots 19 and 20; thence northward to concession 10, and again east to lot 22; the outlay being \$500.

MANITOWANING AND LAKE MANITOU PORTAGE ROAD, the stage route between Manitowaning and Lake Manitou, on which latter a steamboat runs, was repaired for two miles at cost of \$400, and MANITOWANING AND GREEN BAY ROAD, which is one running from Lake Manitou Portage Road, was, for \$100, repaired over a mile and a quarter.



MUDGE AND WEST BAY ROAD. \$143 spent opposite lots 20 and 21, concession 14 Billings, in opening and ditching a low swampy portion known by the settlers as "Cat Tail Hole."

MANITOWANING AND MICHAEL'S BAY ROAD. The main road in that portion of the Island, was repaired over one mile near Manitowaning village and for half a mile in Tehkummah township. A bridge was also built on the last named road, over Blue Jay Creek, with a 30 feet span. Cost of repairs and bridge about \$400.

NORTH OF SCOTLAND ROAD AND BRIDGE. About \$250 expended in opening one and three quarter miles along the "Gore Bay Bluff" from concession 10 of Gordon north-easterly, and building a bridge over a deep ravine between concessions 4 and 5, the bridge having a main span of forty-eight feet.

SANDFIELD AND BIG BAY ROAD, on the 4th concession of Sandfield, was repaired between lots 7 and 14—one and a half miles for \$100.

On the 8th concession line of Tehkummah what is known as the SLASH ROAD was, for \$200, repaired over two miles; and WEST BAY BRANCH ROAD, the end of the series, was repaired from Little Current southward nearly two miles for \$200.

#### NEPIGON ROAD.

This road is located from Nepigon Station, on the Canadian Pacific Railway (Red Rock), to the western arm of South Bay, Lake Nepigon. Twenty-six miles, of which four and a half miles from the station were opened out fifty feet wide as a winter road.

The Overseer reports the first five miles of the location, dating from the railway, to be through land of fair quality, timbered chiefly with birch, spruce and tamarac; the next nine miles to be over a sandy district and of burnt timber; and the remaining twelve miles is, he says, through very fair land and improving as the lake is reached.

#### OLIVER TOWNSHIP ROADS.

A road was opened between lots 8 and 9 through concessions 3 and 4, and a swamp opened on the same line in the 6th concession, a mile and a half of construction costing \$665.52.

The balance of the expenditure, \$400, was given as a contribution towards rebuilding a bridge over Neebing River as in the estimates for the year; the municipality furnishing the balance and completing the work.

#### PRINCE ROAD.

A small work on 5th line of township of Prince, from south-west corner of sec. 3 and south-east corner of sec. 4, representing, perhaps, half a mile of construction.

#### PARKINSON ROAD.

Continued from last year's operations or line between lots 4 and 5 in the first concession of Parkinson north to the second concession line; and from thence westward on the last named line to lot 7—a length of two miles of heavy construction work, the land being low and swampy.

#### RABBIT MOUNTAIN AND WHITE FISH LAKE ROAD.

The grading completed to Silver Mountain, six miles, and the first twelve miles of the road repaired, beginning at Murillo Station.

Teaming is very heavy over this road, and it is therefore expensive to keep in condition fit for travel.

#### RAT PORTAGE AND KEEWATIN ROAD.

Necessary repairs to bridges which were damaged to such extent as to prevent traffic over the road in winter, when it is most required. The outlay was \$265.71.



### RAINY RIVER ROAD.

Seventeen miles opened this season, the work terminating about three and a half miles from Wild Sand Reserve, and about two miles from Hughes' and Cameron's Mill.

As before, the road follows generally the line originally surveyed, and therefore not a great distance from the river at any point.

The greater portion of the work was performed by Indians, as although there is said to be some thirty young whites living in the district they all follow lumbering and object, it is said, to working upon roads.

### ST. JOSEPH ISLAND ROADS.

The sum of \$2,154.91 was expended as follows:—

"C" line—Repairs from lot 10 to lot 1, two and a quarter miles, \$512.

"A" line—Construction between lots 44 and 45 to S and T concessions, one mile and a quarter, \$614.

"P" line—From centre of lot 23 to jog between 20 and 21, twenty-one rods on side road; and again one hundred and sixty rods made between lots 18 and 19—nearly a mile and a quarter of construction for \$514.

On W and 14 line three miles of repairs over road and three quarters of a mile built from lot 15 round a pond hole, costing \$515.

Altogether, three miles and a half built and five miles and a half of repairs on the Island.

### THESSALON (EAST) BRIDGE.

A contribution of \$250, the Dominion Government giving a like amount, towards the construction of a bridge over the river at Thessalon, which had been carried off by the spring freshets.

The total cost of the work is understood to be about one thousand dollars.

## WEST DIVISION.

### BRACEBRIDGE ROAD.

This road is approximately on the town line between Macaulay and Draper, but the country being rough, many small deviations were necessary, most of them being on the 13th concession of Draper.

The work was from lot 17 to lot 28, nearly three miles of construction, and was heavy and expensive, involving a considerable amount of blasting.

### BRIDGE REPAIRS (MUSKOKA AND P. S. DISTRICT).

The bridge over Black Creek on Stisted No. 2 Road was too low for the passage of timber and saw logs and was raised about five feet for safety. It is 420 feet long and therefore somewhat costly to raise.

### BRUNEL BRANCH ROAD.

A portage a little less than a mile in length between Peninsula Lake and Lake of Bays, in the township of Franklin, connecting the lake trade, which is growing rapidly, and will doubtless make these waters as popular as the other Muskoka lakes within a very few years.

It is through lots 22 and 23 of concessions 11 and 12, Franklin; is well and permanently graded, and already a stage line is established over it.

#### CARDWELL ROAD.

One and one-half miles repaired beginning about two-and-a-half miles east of Rosseau and working eastward.

Included in this expenditure of \$601.96 is the sum of about \$30 paid for filling the piers of Dee Bank bridge (built last year) with stone, and repairing the approaches.

#### CHAFFEY ROAD.

This Chaffey Road is one extending eastward and westward from Novar Station of the now Grand Trunk Railway.

The work was from the station eastward, three miles of excellent repairs.

A very bad and dangerous crossway was also repaired, the settlers contributing a certain amount of labor.

#### CHRISTIE ROAD.

Repaired from Edgington westward two miles, and eastward half a mile. Again repairs were made from Ten-Mile Creek to the Rosseau and Nipissing Road, five miles, making altogether seven and a half miles of repairs.

#### DEER RIVER BRIDGE.

A bridge on the Northern Road in the township of Ferrie so dangerous as to require immediate reconstruction.

It is comprised of a thirty-foot and a nineteen-foot span, and has a total length of seventy-three feet. The cost was about \$300. The balance of the expenditure being for repairs on the road between the bridge and Dunchurch.

#### EAGLE LAKE ROAD.

Continued from South River from lot 1, concession 2, Machar, south-westerly to lot 2, concession 14, Joly; thence south-easterly through the last-named concession to lot 6, and thence easterly on blind line between concessions 13 and 14 to lot 7; in all, two miles of construction, including a crossway bridge, 140 feet long, over a shallow creek or flat.

#### GOLDEN VALLEY ROAD.

This road, fully described in the report in 1884, is now opened to the Mills Road as was contemplated, and is one of the most important highways in the district.

Two miles were built this season requiring a little more than the grant to complete the work.

#### HIMSWORTH BRIDGE.

The floods had injured the north end of this bridge, making it unsafe, and I ordered these necessary repairs.

The bridge is over South River, north of Powassan P. O.

#### JUNCTION No. 2 ROAD.

Repaired from Star Lake northward two miles, and southward three miles—five miles altogether. It is an old but useful road.

#### LAKE SHORE ROAD.

A contribution of \$200 towards the re-building of a bridge over a large ravine called "Johnston's." The work was done by the Municipality and was estimated to cost \$400. The Inspector has reported the work to be satisfactory—a stone culvert with double opening, and forty feet long.

## LEG LAKE ROAD.

A road opened between Leg Lake post-office and Gravenhurst.

It was commenced last year and this season completed by building about four miles and a half, partly in the township of Muskoka and partly in Wood township, and will doubtless be a most useful road for persons living in the last-named township.

## LONG POINT ROAD.

This road, seven miles long, was opened in the year 1876, since which time nothing had been spent upon it for repairs, and it was well nigh impassable. It is from the Musquosh Road through concessions 8 to 12 of Muskoka, and from thence into the township of Wood. Four miles were repaired this year, leaving three yet needing improvements.

## McKELLAR (10 AND 11 CON.) ROAD.

Work begun at lot 20, between concessions 11 and 12 (blind line), and continued diagonally through concession 11 to lot 9, between concessions 10 and 11. Three miles made through a heavily timbered country.

Repairs were also made on Junction No. 1 Road where fire had destroyed many small bridges and culverts.

## MISSIONARY ROAD.

Two and a half miles of substantial repairs from the Rosseau and Nipissing Road to Spence town line.

## MIDDLE RIVER BRIDGE.

A bridge over Middle River on McKellar Centre Road having a total length of 120 feet, comprised of four twenty-foot openings, and the approaches.

The previous bridge was unsafe, and the road being the only one between Spence and McKellar, its removal was a necessity.

## MONCK (15 AND 16 SIDE LINE) ROAD.

The completion of a work commenced last year, and being two and a half miles of new road through concessions 7 to 10 of the township of Monck.

## MONTEITH AND PERRY ROAD.

This is the completion of a deviation from the original road for the purpose of making a more direct line and the avoidance of some very heavy hills on the old location.

Nearly one and a half miles is the amount of work done, and is between concessions 10 and 11 of McMurrich westward to make the connection.

## MUSQUOSH BRIDGE.

\$31.30 was spent in propping up this bridge to guard against accidents, but it is not safe for another year, and should be renewed.

## NAISCOODTYONG BRIDGE.

Necessary repairs to insure its safety in time of freshets and log drives. Outlay, \$45.09.

## NEW JERUSALEM ROAD.

This work is through a rough and very heavily timbered country, and is the continuation of a road commenced last year, and now reaching to lot 30 of Machar, on the 12th and 13th concession line.

Besides the construction of two and three quarter miles, a bridge was built over Commanda Creek, having a 35 feet span, and another with span of 27 feet.

In order to complete the bridges that the road might serve the settlers, an additional sum of \$300 was allowed.

#### NORTHERN ROAD.

A little over two miles repaired from end of last year's operations. When these repairs are completed to Golden Valley Road it will be the main thoroughfare to the railway *via* the Westphalia Road.

#### NORTH RYERSON ROAD.

The road between Spence and Midlothian upon which repairs were begun last year, and now finished; the length improved is a mile and a quarter.

#### NORTH-WEST ROAD.

Two miles of repairs extending to the tenth concession of McDougall.

#### ORANGE VALLEY ROAD.

A road from the Rosseau and Nipissing Road westward through the townships of Spence and McKellar. Four miles repaired this season.

#### OUTLET BRIDGE.

This bridge, which is on the Macaulay Road, was built by the municipality of McLean. The original structure—a very long and high one—being entirely unsafe.

The present bridge is upon a new site, a much shorter, and in every respect a more desirable one.

The \$300 given was a contribution towards the work, and is about one-half the probable value.

#### PARRY SOUND ROAD.

This grant was spent chiefly in renewing wooden bridges which had become dangerous. Some six bridges, aggregating a length of nearly 450 feet, were replaced with culverts, and the balance of the spaces filled in more permanently with earth and rock.

#### PENINSULA ROAD.

The completion of this road into Rosseau and building a bridge in connection with it over Shadow River.

The work is not quite finished owing to delay in procuring plank for the covering of the bridge, so the account is not closed.

#### PICKEREL CREEK BRIDGE.

Built over Pickerel Creek, on the Mills Road in the township of Mills, and is with approaches 180 feet long.

It had been carried away by freshets, and traffic impeded.

#### POVERTY BAY ROAD.

This is the main and only road between Ah-mic Harbor and Maganetawan, and was impassable. It was repaired from the Harbor eastward over three and a quarter miles.



### RAINY LAKE ROAD.

A road constructed to let the Rainy Lake settlers out to a main road, the Perry and Monteith. The work is in the township of McMurrich from about the centre of the twelfth concession, between lots 15 and 16 northward along the line, twenty chains; thence angling through lot 16 to the thirteenth concession line; thence through lot 17 to the fourteenth concession line, and from thence northward between lots 17 and 18 to the Ryerson town line, one and three-quarter miles.

It is chopped out 40 feet wide and well grubbed and graded.

The settlers are themselves building a bridge on the line of this road about 300 feet long and said to be costing them nearly \$250.

### RYDE CENTRE ROAD.

Work commenced between lots 10 and 11 of Ryde, on town line between Ryde and Draper, and opened from thence westward to the fifteenth side line, a mile and a quarter; and the next block, namely, to lot 21, which was only a trail, was also well opened, so that two and a half miles may be said to have been constructed.

### RYERSON CENTRE ROAD.

A mile of excessively heavy work on the road allowance between lots 15 and 16 through concessions 13 and 14 of Ryerson, and thus connecting this with the Maganetawan Road.

### SCOTIA JUNCTION ROAD.

The purpose of this road is to give the settlers in Kearney and vicinity access to the westward by connecting with the Monteith and Perry Road.

It begins about the centre of lot 30, concession 9 of Perry, angling from thence through lots 29, 28, 27 and 26 to the road allowance between lots 25 and 26, and from thence northward along the last named road allowance to the Monteith and Perry Road, two and a half miles of excellent work.

### STISTED SWAMP ROAD.

Three miles built, beginning at road allowance between lots 10 and 11 and proceeding westward to the town line between concessions 4 and 5 of Stisted, except across lots 1 and 2, where the road was diverted into the fourth concession and continued southward to connect with a road surveyed and located in Cardwell.

### STRONG (30 SIDE LINE) ROAD.

The principal work was a fifty-seven feet clear span bridge over the Maganetawan River on the line of this road which cost about \$250; the balance of the grant, or a little over, being spent upon 200 rods of crosswaying in the sixth and eighth concessions, and the road is not yet opened for general traffic.

It is important to a considerable number of settlers, as it will be their main road to the Village of Sundridge.

### SURPRISE LAKE ROAD.

The sum of about \$350 was spent upon a bridge over South River, just below the railway bridge over the same stream. A truss of 60 feet clear span and entire length of 100 feet.

With the balance of the grant the road was continued from the bridge through lots 1 and 2, concessions 3 and 4 Machar; thence north-easterly through concession 1 Laurier, and again south-easterly through lots 2 to 6 and part of seven in the same concession and to the south of Bacon Lake. Four miles of road opened and most valuable in developing the township of Laurier.

## SHAWANAGA LAKE ROAD.

A road leading from the Northern road westward toward the township of Burpee on the north side of Shawanaga Lake.

Work this season was from lot 5, concession 10 Hagerman westward to lot 3 in the same concession, cutting through all these lots on account of the impracticability of original road allowance. The length of new road is two and a quarter miles, with half a mile of repairs upon the east portion. It is now roughly opened to the town line of Burpee.

## WESTPHALIA ROAD.

Continued from the end of last year's operations, lot 33, and between concessions 2 and 3 of Himsforth through to lot 27 of Gurd township; but, owing to natural difficulties, this portion is north of the road allowance and into the third concession throughout.

Three and three-quarter miles were constructed and another mile chopped out and cleared, ready for grading; but the appropriation was insufficient to open the road properly throughout.

## WHITESTONE VALLEY ROAD.

A mile and a half of new road, beginning at lot 29, between concessions 2 and 3 of McKenzie; thence westward to lot 30; thence north-westerly crossing lots 30, 31, 32 of concession 3 and part of lot 33 of concession 4.

The Inspector states that the road is a very valuable one to both settlers and lumbermen.

## EAST DIVISION.

## ADMASTON (15 AND 16 SIDE LINE) ROAD.

This road is from the Renfrew and Douglas road westerly in the sixth concession, and is made this season one mile.

## ADDINGTON ROAD.

Repairs were made from the Canadian Pacific Railway crossing southerly nine miles; and from the Peterson road southward four miles and a half.

An over-expenditure of \$150 was allowed to rebuild a high crossway about four miles north of Massanoga Lake which, through flooding, had become unsafe.

## ALICE "B" LINE ROAD.

A bridge was built over Indian River on this line about one hundred and twenty feet long, having a main opening of fifty-one feet, the bridge resting upon piers fourteen feet high, filled with stone. Repairs were made upon each side of the bridge as a necessary work to complete the approaches and improve the road.

## ALICE (3RD CON.) ROAD.

A mile and a quarter of new road opened between lots 20 and 21, through the third and fourth concessions.

## ALICE (13TH CON.) ROAD.

A small grant given to make about half a mile of low, wet road on this thirteenth concession passable for teams.

It is from the line between lots 25 and 26, eastward.

### BEACHBURG AND COBDEN ROAD.

Repairs from Cobden towards Beachburg, four miles. It is an old road in the township of Westmeath.

### BEAR CREEK BRIDGE.

In the ninth concession of Glamorgan, is one hundred and sixty-four feet long, resting upon five piers and two abutments entirely of cedar.

Half a mile of road on the east, and a quarter of a mile on the west, side of the bridge was also constructed.

### BELL'S RAPIDS ROAD.

A new road between lots 10 and 11 of the township of Bangor, and built this season through concessions five to eight, about two miles.

Half a mile remains yet to be opened in order to complete the road.

### BLAIRHAMPTON ROAD.

This road is from the tenth concession of Minden northward between lots 19 and 20 to the Peterson road. Its length, two and three-quarter miles, was repaired and improved throughout.

### BOBCAYGEON ROAD.

Ten miles of repairs made from a mile and a half north of Kinmount to within half a mile of Minden, which puts this portion of the road in a good state of repair.

In the township of Sherbourne, on this same road, the bridge over the Narrows between Lake of Bays and Trading Lake was repaired by building a new pier on the north side, a new stringer in each opening, and new covering and hand-rail throughout.

### BUCKHORN ROAD.

In the township of Smith five miles of repairs were made to complete work begun last year, and four miles of the road repaired from Buckhorn northward.

### BURLEIGH ROAD.

Five and a half miles repaired between Young's Point and Burleigh Falls, and north of Apsley further repairs were made.

The township of Smith gave \$300 and the county of Peterborough \$250, which was spent, in addition to the Government grant of \$250.

### CALABOGIE BRIDGE.

This is built over the Madawaska River, at Calabogie Lake, in Bagot, and near where the Kingston and Pembroke Railway crosses the same river. An appropriation of \$2,000 was voted last Session as a contribution towards the work, with a condition that the further sum necessary to complete the bridge be contributed by the municipalities interested and the Railway Company; \$1,000 has been paid over upon the Inspector's report and estimate of work done, but the bridge has not yet been reported as finished and therefore a further advance is withheld. The bridge was estimated to cost over \$4,000.

### CALLENDER AND NORTH BAY ROAD.

A road from Callender Station, lot 10 concession 9 Bonfield, to lot 5 concession 10 a mile and a half long. Being very swampy a large quantity of crosswaying was necessary, and made the work somewhat expensive.



### CARDEN ROADS.

This work starts at lot 13 concession 3 of Carden, and angles across two concessions to lot number five on the fifth concession line, the length being three miles ; a small amount of labour was also expended on what is called the first quarter line. The municipality also spent \$200 on the road.

### CHANDOS ROAD.

Two miles of repairs from Apsley easterly.

### COE HILL ROAD.

Two and a half miles improved on the road allowance between lots 15 and 16, through concessions 10 to 13 of Wollaston. A large amount of new work in the shape of deviations was done.

### CROSS LAKE BRIDGE.

A floating bridge in the township of Kennebec upon which a certain amount of work was done during the spring, but cannot be completed till some time in the coming winter, when ice forms.

### DALTON AND WASHAGO ROAD.

Repairs were commenced at the western boundary of the township of Dalton, at the crossing of the Black River, and extended easterly along the road seven miles to the Victoria Road, an important connection.

### DALTON (25 AND 26 SIDE LINE) ROAD.

Opened on this side line from the Monck Road northward to the rear of the seventh concession, and a bridge built over Cranberry River ninety-five feet long.

### DISTRICT LINE (between Stafford and Wilberforce) ROAD.

A mile and a half of road completed which the settlers had before chopped out roughly. It is along the 19th and 20th concessions of Wilberforce on the town line between Stafford and Wilberforce.

### DISTRICT LINE (between Bromley and Wilberforce) ROAD.

This is the repairing of the road from lot 13 to lot 16 in concession 9 of Bromley, one and a quarter miles. The chief work was in a swamp across the front of lot 14.

### DISTRICT LINE (between Stafford and Alice) ROAD.

These are repairs in the township of Stafford from lot 14 to lot 25, a length of five miles.

### DUNGANNON (8 AND 9 CON. LINE) ROAD.

A mile and a half repaired, and a bridge built over L'Amable Creek.

### FRONTENAC ROAD.

Repaired between Ardoch and Soles' Corners, fifteen miles.

### GALWAY (10 AND 11 CON.) ROAD.

Repairs from lot number 3 to lot number 21, a distance of about four and a half miles.



## GRAHAM'S BRIDGE.

This is a floating bridge over Muskrat Creek on lot 2, concession 20, Westmeath.

It was covered anew with 3 inch plank over its entire length, 312 feet, and a new hand-railing in addition.

Besides the above, one and three-quarter miles of road from the bridge towards Pembroke were repaired.

## GRIFFITH (4TH CON.) LINE.

A road which, beginning at the Hyde's Chute and Sanson Road, meets the fourth concession line of Griffith. The work was a mile of repairs.

## HAGARTY (10 AND 11 SIDE LINE) ROAD.

This work is through the third and fourth concessions, and is mostly new work through the mile and a quarter.

A quarter of a mile was also made between concessions four and five, from the side road westward.

## HAGARTY (16 CON. LINE) ROAD.

Improvements on this line, beginning at lot number five ; about a mile of grading done and several bridges repaired.

## HAGARTY AND BRUDENEL ROAD.

The work was commenced on the 16th concession line of Brudenel, where the line between lots 5 and 6 of Hagarty meets the same, and continued from thence northward between lots 5 and 6, one and a half miles. A new road was made passable for waggons.

## HALIBURTON ROAD.

Repairs between concessions 2 and 3 of Minden from lot 26 to Haliburton Village, about nine miles.

## HARVEY ROAD.

Repairs from Buckhorn westward four miles. It is a road built many years ago passing through a rough and stony country.

The County of Peterborough and the township of Harvey each granted \$200 towards these repairs.

## HASTINGS ROAD (old location).

The County of Hastings granted \$150, and the townships of Marmora and Lake Tudor and Cashel \$25 each, making \$200 or equal grant with that of the Government for these repairs, which were from Rathbun Station southerly to "Murphy's Corners," five miles.

## HASTINGS ROAD.

Five miles of repairs from the boundary between Lake and Wollaston to Rathbun Station, and again between Maynooth and the south boundary of Monteagle ten miles.

## HEAD RIVER BRIDGE.

A bridge 85 feet long built to replace one destroyed by fire on the Monck Road about a mile east of Victoria Road. The main span is 35 feet.

## HERSCHEL AND FARADAY ROAD.

Repairs from about one mile west of Bancroft to lot 24, concession 1 Herschel, a distance of seven miles.

### HINCHINBROOKE ROAD.

One mile of repairs between lots 10 and 11 in concession 9 of Hinchinbrooke. A high crossway 274 feet long was built as a portion of the work.

### HYDE'S CHUTE AND SANSON ROAD.

\$119.75 expended in repairing this road in the worst places where fire had injured it over a length of more than ten miles.

### LAKE TOWNSHIP ROAD.

This is one laid out about twenty-five years ago, and portions made as a winter road by lumbermen.

This season two miles were built and two and a half of that before opened roughly, very well repaired. The work was from the south boundary of Lake at lot 1, concession 3, northward to lot 9.

The County of Hastings contributed \$250 of the amount spent, \$495.83.

### LAVANT ROAD.

Thirteen miles repaired, the work being from the east boundary of Lavant westward.

Also one mile and three-eighths was constructed of Lavant Branch Road, commencing at lot number ten in the first concession of Darling, and extending to lot number fourteen in the second concession of Lavant.

### LONSDALE AND BRIDGEWATER ROAD.

Somewhere about one mile of heavy work on the road allowance between lots 30 and 31, of the eighth concession of the township of Tyendinaga, and towards which the County of Hastings contributed \$300.

### LUTTERWORTH ROAD.

A new road begun at the line between lots 5 and 6, concession 2, Lutterworth, and from thence across lots 6 and 7 to the bay at the head of Davis' Lake, and again angling through lots to the Norland Road, one and three-quarter miles.

### MACKAY'S STATION AND PETEWAWA ROAD.

Two miles of a new road, and being from lot 19, concession 9, southerly to lot 25, concession 8, township of Head.

### MASSANOVA BRIDGE.

The ice had moved portions of this bridge out of position making it necessary to replace and repair the structure.

### MATTAWA AND CALLENDER ROAD.

The continuation of the Callender Station Road begun in the year 1884.

The work this season was on the line between concessions 5 and 6, eastward to the town line, and thence southward along the town line to the second and third concession line, and is four miles of construction.

### MATTAWA AND L'AMABLE DU FOND ROAD.

Repairs from one mile west of Mattawa westerly, two and a half miles.

A bridge 100 feet long was also erected across L'Amable Creek, on the line between concessions 3 and 4 of Calvin.

The Mattawa bridge was also partially repaired at a cost of \$74.

## METHUEN ROAD.

One mile of repairing over a low marshy section near "Fisher's School House," on the Chandos Road, about eight miles east of Apsley. The road itself runs north from this point.

## MINDEN ROAD.

A low portion of ground between lots 13 and 14, concession 11, Snowdon, which for want of improvement made travelling difficult. Length, three-fourths of a mile.

## MISSISSIPPI ROAD.

Repairs from Umpah to the junction of the Lavant Road, five miles.

About \$100 was also spent in repairing crossings which had been burnt, and otherwise clearing the road.

## MISSISSIPPI AND ADD. JUNC. ROAD.

A bridge rebuilt which fire had destroyed, interrupting traffic. It is 200 feet long.

## MONMOUTH ROAD.

Repaired in two sections; one from Haliburton easterly, four and a half miles; and a second from Burleigh Road westerly, three miles.

## MOUNTAIN ROAD.

About four miles of repairs in the township of Brougham, from lot 4, concession 13 southerly, to lot 8, concession 8.

## NORTH BAY AND TEMISCAMINGUE ROAD.

This road is now open from Lake Nipissing to the Lake Temiscamingue "Narrows," opposite the Hudson Bay Post, in the Province of Quebec.

The length made this year is sixty-eight miles, chopped, logged and cleared twelve to fifteen feet wide throughout, and can be used as a winter road.

It was begun at the boundary between Merrick and Mulock townships at the line between concessions III. and IV., and this boundary followed almost to the north or rear of the next line of townships, when, owing to lakes, a course of about N 9° W was taken and followed as nearly as practicable through to the waters which empty into the Matibidguan River, and from this point a nearly due north course was followed to the "Narrows" before mentioned.

A bridge of considerable size was built over Matibidguan River, and one constructed over the "Notch" of Montreal River has a clear span of 53 feet.

The Overseer represents the first fourteen miles of road as passing through rolling, stony land and sandy soil, while along the next eleven miles between the north branch of Jock's River and Otter Tail River the land is more level, free from stones, and the best portion through the whole road for settlement.

From Otter Tail River to Montreal River the country is, he says, unfit for settlement, and through the balance of the road the country is very hilly, and in many instances covered with pine of large growth.

Messrs. Gillies Brothers, who are lumbering on Lake Temiscamingue, gave \$1,000 in cash towards the work and which was required in addition to the Government grant to open the road to the lake.

## NORTH BAY AND TROUT LAKE ROAD.

A continuation of last year's work from lot 15, concession A, Widdifield easterly, about the north shore of Trout Lake, one and a half miles to lot 11.

A second road was constructed from the first, namely, from lot 14 easterly through lots 13 and 14 to the line between concessions A and B and on to about the centre of lot 11, concession B, one mile; making two and a half miles in all.

#### NOSBONSING ROAD.

A road commenced last season between Lake Nipissing and Lake Nosbonsing. Two miles were built this year, leaving yet perhaps two miles unopened.

#### OPEONGO ROAD.

A bridge 160 feet long was built over Constant Creek on this road. It is entirely of cedar, and ought to be a serviceable and lasting structure.

#### OSCEOLA AND EGANVILLE ROAD.

Repairs over two and a half miles, from half a mile east of the west boundary of Bromley, towards Osceola.

#### PETEWAWA (4TH CON.) ROAD.

This work is between lots 4 and 9 on the concession line named, and is a mile and a quarter, built through a very rough section of land.

#### PETERSON ROAD.

Repaired from near Maynooth westward five miles. Some deviations were made, amounting to half a mile in length.

#### PETERSON BRANCH ROAD.

About six miles of repairs between Brudenel and Rockingham.

#### PERRAULT SETTLEMENT AND SANSON ROAD.

A new work commenced at Perrault Settlement road on the line between concessions 7 and 8 of Grattan; thence southerly between lots 20 and 21 to the fifth and sixth concession line; and from thence eastward on the last mentioned line to lot 22, a mile and a quarter cleared thirty feet wide and graded sixteen feet wide.

#### PERTH ROAD.

Three sections were repaired, namely: between Loughboro' Lake and Stoness' Corners, four miles; between Westport and Maberly, seven miles; and from Westport to lot 9, concession 3 of North Crosby, six miles, or seventeen miles in all. A bridge over Dead Creek, lot 3 concession 9 North Crosby, was substantially repaired.

#### POINT ALEXANDER AND BASS LAKE ROAD.

A road, the repairing of which has been prosecuted for some years, and now completed, making it a waggon road. Two miles improved this season.

#### RAGLAN ROAD.

This road is made from the town line between Carlow and Raglan at the eighth concession of Carlow, south-easterly in Raglan towards the line between lots 10 and 11 in the fourth concession, a little over three miles.



### ROSS AND BROMLEY T. L. ROAD.

One mile of new road was made on this town line, the work ending at lot 16 concession 1 of Ross township.

### SAINT OLA ROAD.

Improvements began on the side line between lots 20 and 21, concession 5 Limerick, and extended northerly to lot 23 in concession 8, three miles. These are a continuation of repairs commenced last year and reported with Hastings Road.

### SCOTT ROAD.

Repairing a crossway nearly half a mile long which is an approach to Paudash Creek bridge.

### SHEFFIELD ROAD.

Five miles of repairs from the boundary between Chandos and Sheffield northward.

### SOUTH ALGONA (7TH CON.) ROAD.

This is a new road from lot 6 to lot 13, nearly two miles. The ground was low, requiring a good deal of timbering over beaver meadows to make it passable for teams.

### SOUTH ALGONA (5TH CON.) ROAD.

A mile and a half between lots 24 and 30, which had been roughly chopped out before, and now properly graded.

### STURGEON FALLS ROAD.

Something over two miles excellently built, beginning at the river between lots 3 and 4 of Springer and angling through lots 4 and 5 to the line between concessions 1 and 2; and thence west on the last named line to opposite lot number 8.

The abutments of the iron bridge on this road required further protection, and the wooden bridge over the second channel of the river also needed attention to guard against freshets; \$140 was therefore spent as a necessity.

### VICTORIA ROAD.

Ten miles of repairs between Uphill and Victoria Station.

The County of Victoria supplemented the Government grant with \$200, and the townships of Carden, Bexley and Laxton, Digby, etc., gave each \$50, making a total of \$1,150, which was spent upon this important highway over the ten miles mentioned.

In addition to this, \$230 were allowed to build a bridge over a branch of Black Creek on the same road north of Uphill, which fire had consumed and traffic prevented in consequence.

### WESTMEATH ROAD.

The grading of three miles of what was before only a winter road. It is between the eighth and ninth concessions of Westmeath, from lot 12 to lot 19.

### WAUGH ROAD.

The completion of work commenced two years ago—1886. This year operations began at lot 13 concession 14, Lutterworth, and were extended southerly to lot 19 concession 10, three and a half miles. It was but a trail previously, but is now a good general road.

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#### WELLINGTON ROAD.

Four miles of repairs from the west boundary of Wollaston easterly, including extensive repairs to Paudash Creek bridge.

#### WHITEFISH LAKE ROAD.

This is an old settlers' road, and had never been in good condition. It has been repaired for three miles and a half from the boundary line between the eighteenth concession of Galway and Snowdon, at lot 20 of Galway easterly, along or near said boundary to lot 34 of the latter township; and again from the Buckhorn road, about eight miles south of the Monck road, westward one mile.

#### WICKLOW AND MCCLURE TOWNSHIPS ROADS.

This work embraces three and a half miles of repairs upon the road allowance between concessions 10 and 11 of Wicklow, from the Hastings road easterly, and upon the Hastings road four miles, from about two miles and a half north of the Peterson road northward.

#### WIDDIFIELD ROAD

Is a new one on the line between lots 20 and 21 of Widdifield. It was made this season from the North Bay and Temiscamingue road, in concession B, through this and A and I concessions, four miles, chopped out thirty-three feet wide. It is of course a cheap road, but sufficient for its purpose until the settlers can improve it.

#### WILBERFORCE (18TH CON.) ROAD.

One mile of a new road from lot 16 to lot 20, and connecting with the main road in that district.

Black Creek bridge or crossway, began last year, is also completed. It is 297 feet long.

SUMMARY OF EXPENDITURE UPON COLONIZATION ROADS AND  
BRIDGES IN 1888.

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
NORTH DIVISION.			
	\$ c.	\$ c.	\$ c.
Basswood Lake ..... Road	500 00		500 00
Clark's ..... Bridge	1,050 30		1,050 30
Cockburn Island. .... Road	505 80		505 80
Coffin ..... do	479 16		479 16
Coyne's ..... do	628 77	138 75	767 52
Galbraith and Coffin ..... do	1,442 49	59 05	1,501 54
Grand Portage ..... do	1,059 31	137 70	1,197 01
Indian Peninsula..... do	870 26	20 95	891 21
Inspection ..... do	1,501 30		1,501 30
Kaministiquia ..... Bridge	7,718 06	665 39	8,373 45
La Cloche and Spanish River..... Road	500 00		500 00
Manitoulin Island..... Roads	3,485 17	518 56	4,003 73
Mississaga ..... Road	872 95	181 62	1,054 57
Mississaga ..... Bridge	459 89		459 89
Nepigon ..... Road	1,035 73		1,035 73
Oliver Township..... do	1,065 52		1,065 52
Point De Meuron ..... Bridge	190 36		190 36
Parkinson ..... Road	832 57	167 83	1,000 40
Prince ..... do	204 68		204 68
Rabbit Mountain and Whitefish Lake ..... do	3,388 49		3,388 49
Rainy River ..... do	2,806 95	588 16	3,395 11
Rat Portage and Keewatin..... do	265 71		265 71
Spanish River, balance ..... do	101 55		101 55
St. Joseph Island..... Roads	1,752 58	402 33	2,154 91
Thessalon ..... Bridge	250 00		250 00
	32,967 60	2,870 34	35,837 94
WEST DIVISION.			
Ah-mic Lake, balance ..... Bridge	301 40		301 40
Bracebridge ..... Road	793 05	207 03	1,000 08
Brennan's, balance..... Bridge	66 85	135 79	202 64
Brunel Branch..... Road	1,063 29	138 14	1,201 43
Bridge Repairs, P.S. District..... do	221 44		221 44
Christie ..... Road	736 79	179 50	916 29
Chaffey ..... do	969 50		969 50
Cardwell ..... do	583 46	18 50	601 96
Deer River ..... Bridge	486 71		486 71
Eagle Lake ..... Road	306 63		306 63
Golden Valley ..... do	772 39	148 96	921 35
Himsworth ..... do	135 06		135 06
Inspection ..... do	1,514 54		1,514 54
Junction No. 2..... Road	551 67		551 67
Long Point ..... do	402 13		402 13
Lake Shore ..... do	200 00		200 00
Leg Lake ..... do	414 79		414 79
Musquosh ..... Bridge	31 30		31 30
McKellar, 10th and 11th Concession ..... Road	815 57	164 25	979 82
Monck, 15th and 16th Side Line ..... do	805 24		805 24
Monteith and Perry..... do	432 21	102 14	534 35
Missionary ..... do	488 75		488 75
Middle River..... Bridge	441 21		441 21
North Ryerson..... Road	215 30		215 30
New Jerusalem ..... do	681 17	118 44	799 61
Northern ..... do	684 23	120 70	804 93
North-west ..... do	500 00		500 00
Naiscoodtyong ..... Bridge	45 09		45 09

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

NAME OF WORKS.	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
WEST DIVISION.— <i>Continued.</i>			
Outlet.....	Bridge 300 00		300 00
Orange Valley.....	Road 501 05		501 05
Parry Sound.....	do 786 39	215 27	1,001 66
Peninsula.....	do 300 00		300 00
Pickeral Creek.....	Bridge 523 31		523 31
Poverty Bay.....	Road 527 66		527 66
Ryde Centre.....	do 671 03	129 32	800 35
Ryerson Centre.....	do 578 03	44 05	622 08
Rainy Lake.....	do 574 27		574 27
South River, balance.....	Bridge 41 17		41 17
Stisted Swamp.....	Road 567 05	171 75	738 80
Scotia Junction.....	do 936 04	127 32	1,063 36
Surprise Lake.....	do 920 74	60 72	981 46
Strong, 30th Side Line.....	do 433 13	42 63	525 76
Shawanaga.....	do 500 00		500 00
Trout Creek, balance.....	Bridge 3 27		3 27
Westphalia.....	Road 1,708 56	326 71	2,035 27
Whitestone Valley.....	do 449 72	86 86	536 58
	24,986 75	2,582 52	27,569 27
EAST DIVISION.			
Admaston, 15th and 16th Side Line.....	Road 211 83		211 83
Addington.....	do 687 54		687 54
Addington, South.....	do 500 00		500 00
Alice "B" Line.....	do 771 18		771 18
Alice 3rd Concession.....	do 416 58		416 58
Alice 13th Concession.....	do 201 45		201 45
Beachburg and Cobden.....	do 511 58		511 58
Bear Creek.....	Bridge 433 24	67 30	500 54
Bell's Rapids.....	Road 318 60	16 40	335 00
Blairhampton.....	do 303 18		303 18
Bobcaygeon, No. 1.....	do 813 20	186 20	999 40
Bobcaygeon, No. 2.....	do 372 87		372 87
Buckhorn, No. 1.....	do 413 50		413 50
Buckhorn, No. 2.....	do 181 00		181 00
Burleigh, No. 1.....	do 808 15		808 15
Burleigh, No. 2.....	do 323 38		323 38
Burnt River, balance.....	Bridge 77 84		77 84
Calabogie.....	do 1,000 00		1,000 00
Callender and North Bay.....	Road 801 74	138 33	940 07
Carden.....	do 600 15		600 15
Chandos.....	do 325 88		325 88
Cobden and Eganville, balance.....	do 308 48		308 48
Coe Hill.....	do 322 25		322 25
Cross Lake, on account.....	Bridge 300 00		300 00
Dalton, 25th and 26th Side Line.....	Road 294 00		294 00
Dalton and Washago.....	do 515 96		515 96
District Line, No. 1.....	do 500 59		500 59
District Line, No. 2.....	do 823 37		823 37
District Line, Stafford and Wilberforce.....	do 401 82		401 82
Dungannon.....	do 361 35		361 35
Frontenac.....	do 805 93	181 15	987 08
Galway, 10th and 11th Concession.....	do 309 52		309 52
Graham's.....	Bridge 499 99		499 99
Griffith, 4th Concession.....	Road 136 60		136 60
Hagarty, 10th and 11th Side Line.....	do 509 34		509 34
Hagarty, 16th Concession.....	do 315 64		315 64
Hagarty and Brudenel.....	do 559 26		559 26



SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORKS.	Cash.	Supplies from De- partment.	Total.
EAST DIVISION.— <i>Continued.</i>			
	\$ c.	\$ c.	\$ c.
Haliburton ..... Road	492 41		492 41
Harvey ..... do	811 00		811 00
Head River ..... Bridge	153 55		153 55
Hastings ..... Road	1,026 70	122 12	1,148 82
Herschel and Faraday, Town Line ..... do	400 00	128 40	528 40
Hinchinbrooke ..... do	200 00		200 00
Hyde's Chute and Sanson ..... do	119 75		119 75
Inspection, balance.....	798 70		798 70
Inspection, on account .....	1,327 25		1,327 25
Lake Township ..... Roads	433 98	61 85	495 83
Lavant and Lavant Branch..... do	808 67		808 67
Lonsdale and Bridgewater..... do	600 00		600 00
Lutterworth ..... do	252 75		252 75
Mackay's Station and Petewawa .....	692 29		692 29
Massanoga ..... Bridge	266 72	19 20	285 92
Mattawa and Callender ..... Road	1,021 50		1,021 50
Mattawa and L'Amable du Fond ..... do	973 90		973 90
Methuen ..... do	305 07		305 07
Minden ..... do	100 00		100 00
Miner's Bay, balance..... do	39 50		39 50
Mississippi ..... do	530 48		530 48
Mississippi and Addington Junction..... do	150 00		150 00
Monmouth, balance ..... do	64 30		64 30
Monmouth ..... do	498 38		498 38
Mountain ..... do	419 37		419 37
North Bay and Temiscamingue ..... do	4,121 31	676 72	4,798 03
North Bay and Trout Lake ..... do	623 68	210 64	834 32
Nosbonsing ..... do	593 94	213 87	807 81
Opeongo ..... do	333 50		333 50
Opeongo Road ..... Bridge	70 00		70 00
Osceola and Eganville ..... Road	209 75		209 75
Otter Creek, balance ..... Bridge	159 46		159 46
Palmer Rapids, balance ..... Road	54 59		54 59
Peterson and Stanhope Branch, balance .....	35 41		35 41
Peterson ..... do	375 27	81 78	457 05
Peterson Branch ..... do	710 07		710 07
Perth ..... do	865 95		865 95
Perrault Settlement and Sanson ..... do	552 79		552 79
Petewawa, 4th Concession..... do	511 04		511 04
Point Alexander and Bass Lake ..... do	600 00		600 00
Raglan ..... do	509 29		509 29
Ross and Bromley..... do	511 75		511 75
Scott ..... do	320 51		320 51
Shaw, balance ..... do	59 50		59 50
Sheffield ..... do	325 00		325 00
South Algona, 5th Concession ..... do	517 50		517 50
South Algona, 7th Concession..... do	501 20		501 20
St. Ola ..... do	268 00		268 00
Sturgeon Falls..... do	1,424 88	229 64	1,654 52
Victoria ..... do	1,385 40		1,385 40
Waugh ..... do	706 71	186 78	893 45
Wellington ..... do	482 79	61 85	544 64
Westmeath ..... do	508 90		508 90
Whitefish Lake..... do	515 85		515 85
Wicklow and McClure ..... do	377 08	127 01	504 09
Widdifield ..... do	657 52	149 11	806 63
Wilberforce, 18th Concession ..... do	507 20		507 20
York River Bridge, Carlow, balance..... do	88 90		88 90
	49,008 00	2,858 35	51,866 35

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORKS.	Cash.	Supplies from De- partment.	Total.
EAST DIVISION.— <i>Continued.</i>	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....	49,008 00	2,858 35	51,866 35
LESS GRANTS FROM—			
Municipality of Bexley..... \$ 50 00			
“ Carden..... 50 00			
“ Harvey..... 200 00			
“ Laxton and Digby..... 50 00			
“ Marmora and Lake..... 25 00			
“ Smith..... 250 00			
“ Tudor and Cashel..... 25 00			
County of Hastings..... 700 00			
“ Peterboro’..... 450 00			
“ Victoria..... 200 00			
Gillies’ Bros..... 1,000 00			3,000 00
Departmental Expenditure.....			48,866 35

## RECAPITULATION.

	\$ c.	\$ c.
I. North Division.....	35,837 94	
II. West Division.....	27,569 27	
III. East Division.....	48,866 35	
Total Departmental Expenditure. ....		112,273 56

HENRY SMITH,  
Superintendent Colonization Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO,  
FOR THE YEAR  
1889.

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*PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.*

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TORONTO :  
PRINTED BY WARWICK & SONS, 68 AND 70 FRONT ST. WEST,  
1890.





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REPORT  
OF THE  
COMMISSIONER OF CROWN LANDS  
OF THE  
PROVINCE OF ONTARIO,  
FOR THE YEAR 1889.

---

*To His Honor the Honorable SIR ALEXANDER CAMPBELL, K. C. M. G.  
Lieutenant Governor of the Province of Ontario.*

MAY IT PLEASE YOUR HONOR :

As required by law, I submit for the information of your Honor and the Legislative Assembly a Report for the fiscal year ending on the 31st December 1889, of the management, etc. of the Crown Lands of the Province.

CLERGY LANDS.

The area of these lands sold during the year was 1279 acres, aggregating in value \$1262.25. The amount collected on account of these and former sales was \$3,972.34. (See Appendix No. 3, page 6.)

CROWN LANDS.

The area of Crown Lands sold during the year was 53,640 acres, aggregating in value \$71,765.63. The collection on account of these and sales of former years amounted to \$66,888.54. (See appendix No. 3 page 6.)

COMMON SCHOOL LANDS.

The area of these lands sold during the year was 2 acres, aggregating in value \$80. The collection on account of these and former sales amounted to \$14,418.29. (See Appendix No. 3, page 6.)

## GRAMMAR SCHOOL LANDS.

The number of acres sold during the year was 503, aggregating in value \$280.80. The collection on account of these and former sales was \$962.42. (See Appendix No. 3, page 6.)

## RAILWAY LANDS.

Under "Railways Aid Act" of 1889, 52 Vic., Chap. 35, certain lands were set apart to be sold for the purpose of forming a fund to recoup the Province in respect of monies expended in aiding Railways—of these lands 2874 acres were sold aggregating in value \$5,748.50, all of which was collected. (See Appendix No. 3, page 6.)

## COLLECTIONS AND REVENUE.

The total collection of this Department on account of all sources of Revenue was \$1,204,639.32. (See Appendix No. 4, page 7.)

## DISBURSEMENTS.

The total disbursements of the Department on account of all services and expenditures was \$236,336.69. (See Appendix No. 6 page 9.)

## WOODS AND FORRESTS.

The total collection for the year was \$1,078,598.12, which includes \$66,058,-16 on account of bonuses, leaving the net collection on account of timber dues ground rent etc. to be \$1,012,539.92.

## FIRE RANGING.

This service continues to give satisfaction and is more largely taken advantage of from year to year. There were few fires of importance during the past year, and it is expected all the damaged timber will be cut during this winter.

There were 75 Rangers on duty during the dangerous part of the season and the total cost of the service was \$15,468.82, one half of which is refundable by the licensees.

## FISHERIES.

The reports received from Crown Land Agents, Fishery Overseers and others, leads me to believe the law was fairly well observed.

The Revenue from permits etc. was \$305.10.

The Regulations, reports of Overseers etc., will be found in Appendices No. 10 to 14 inclusive at pages 20 to 24 inclusive.



## GAME LAWS.

Under the amendment to the Game Law which requires foreigners to take out permits to hunt deer, 14 permits were issued, the revenue from which amounted to \$140.

## FREE GRANTS.

There were 133 townships open for settlement last year—during this year 20 townships were added in the Rainy River District.

During the year just closed 858 locations were made on 114,050 acres of land, and 84 locatees purchased 3,708 acres ; 386 patents were issued to locatees. (See Appendix No. 9, page 16.)

## CROWN SURVEYS.

The following surveys of townships have been carried out during the year.

In the District of Nipissing the township of Niven has been subdivided into farm lots of 100 acres each ; the townships of Beauchamp, Bryce, Hammell, Henwood, Marquis, Osborne, Pacaud, Robillard and Savard, also in the District of Nipissing, have been subdivided into farm lots of 320 acres each ; the township of Craig in the District of Algoma has been subdivided into lots for mining purposes of 320 acres each ; and the township of Scoble in the District of Thunder Bay has been subdivided into farm lots of 320 acres each. The outlines of eight townships, at the head of Lake Temiscaming, on the Upper Ottawa, have been run.

Several minor surveys have also been executed.

The particulars of the surveys, so far as the returns have been received, will be found in Appendices Nos. 18 and 19, pages 29 and 30.

The Surveyors' reports will be found in Appendices Nos. 24 to 38. Pages 37 to 52.

## MUNICIPAL SURVEYS.

The Department has, during the year, issued instructions for twelve surveys on the petitions of the Municipal Councils of the townships of Barton, Etobicoke, Harwich, Nepean, Niagara, South Norwich, Pelham, Pickering, South Plantagenet Windham, Zone, the towns of Lindsay and Niagara and the Village of Tilbury Centre, and has during the year, confirmed three Municipal Surveys in the Townships of Arthur, East Wawanosh and York.

The particulars relating to these surveys will be found in Appendices 16 and 17, pages 26 to 28 inclusive.

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## MINERAL SURVEYS.

The General Mining Act requires that applicants, to purchase mining lands in the unsurveyed territory, shall file surveyor's plans field notes and descriptions of their mining locations in the Department before any sale is carried out. Under this Statutory Regulation a number of applicants have filed plans etc., of locations in the Districts of Algoma, Nipissing, Rainy River and Thunder Bay, and an area of 18,414 acres has been sold and patented for the sum of \$36,829.00.

The particulars relating to these surveys and sale will be found in Appendices Nos. 20 and 21, pages 31 to 33 inclusive.

## COLONIZATION ROADS.

The work performed during the year was as follows :—Miles of new road constructed—138 ; Miles of road repaired—404 ; Bridges erected—18—in addition a number of Bridges were repaired. The work done was inspected and reported to be of a satisfactory character.

The total expenditures for the year is \$103,666.63 the details of which will be found in the report of the Superintendent of Roads in Appendix No. 39—pages 53 to 73.

Respectfully submitted,

A. S. HARDY,  
Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.

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# APPENDICES.

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# APPENDIX NO. 1.

Return of Officers and Clerks in the Department of Crown Lands, for the year 1889.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
				\$ c.	
	Hon. T. B. Pardee.....	Commissioner.....	1873, December 4.....	4,000 00	Resigned 19th Jan., 1889.
	Hon. A. S. Hardy.....	Commissioner.....	1889, January 19.....	4,000 00	
	Aubrey White.....	Assistant Commissioner.....	1882, January 1.....	2,800 00	
	George Kennedy.....	Law Clerk.....	1872, February 1.....	2,000 00	
	F. Yeigh.....	Shorthand Writer and Clerk.....	1880, March 1.....	1,200 00	
	A. Kirkwood.....	Chief Clerk.....	1854, March 21.....	1,900 00	Resigned 30th May, 1889.
	J. J. Murphy.....	Clerk in charge of Free Grants.....	1872, May 1.....	1,300 00	
	Julian Sale.....	Clerk.....	1871, August 5.....	900 00	
	E. F. Stow.....	Clerk.....	1878, March 1.....	750 00	
	John J. Kelly.....	Clerk.....	1888, March 19.....	700 00	
Free Grants and Sales.....	G. B. Kirkpatrick.....	Chief Clerk.....	1866, January 30.....	1,900 00	
	W. Revell.....	Clerk.....	1871, October 2.....	1,200 00	
	W. F. Lewis.....	Clerk.....	1872, February 5.....	950 00	
	J. M. Grant.....	Chief Clerk, Patents.....	1860, May 12.....	1,400 00	
	Pedro Alma.....	Clerk.....	1871, August 1.....	1,200 00	
Surveys, Patents and Roads.....	Henry Smith.....	Superintendent of Colonization Roads.....	1881, January 1.....	1,900 00	
	C. Cashman.....	Clerk.....	1882, September 1.....	1,150 00	
	J. H. Bradshaw.....	Clerk.....	1884, June 1.....	800 00	
	G. B. Cowper.....	Chief Clerks.....	1857, October 14.....	2,000 00	
	J. A. G. Crozier.....	Clerk.....	1867, December 1.....	1,350 00	
	Theo. C. Taylor.....	Clerk.....	1888, August 1.....	1,250 00	
	H. R. Hardy.....	Clerk.....	1883, November 1.....	1,000 00	
Woods and Forests.....	H. E. Rudge.....	Clerk.....	1881, September 1.....	850 00	
	P. J. Durkin.....	Clerk.....	1888, October 1.....	700 00	

## APPENDIX NO. 1.—Continued.

RETURN of Officers and Clerks in the Department of Crown Lands, for the year 1889.

BRANCH.	Name.	Designation.	When Appointed.	Salary per Annum.	Remarks.
Accounts . . . . .	(D. G. Ross . . . . . R. H. Browne . . . . . C. P. Higgins . . . . . E. Leigh . . . . . J. Morphy . . . . .)	(Accountant . . . . . Chief Clerk, Agents Returns . . . . . Clerk . . . . . Clerk . . . . . Registrar . . . . .)	(1861, April 15 . . . . . 1862, May 14 . . . . . 1873, July 1 . . . . . 1873, December 20 . . . . . 1881, June 1 . . . . .)	(1,700 00 1,400 00 950 00 850 00 1,600 00)	
.	(J. Bradshaw . . . . . A. Macdonald . . . . . R. Burroughes . . . . . D. Kinnan . . . . .)	(Office Keeper . . . . . Messenger . . . . . Fireman . . . . . Night Watchman . . . . .)	(1852, March 27 . . . . . 1862, May 19 . . . . . 1868, June 1 . . . . . 1873, September . . . . .)	(500 00 550 00 550 00 500 00)	Resigned June 30, 1889.

D. GEO. ROSS,

Accountant.

AUBREY WHITE,

Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1889,

# APPENDIX No. 2.

## List of Crown Land Agents for the Disposal of Free Grants, 1889.

NAME.	District or County.	Date of Appointment.	Salary per Annum.	Remarks.
Anderson, D	Part of Peterborough	1870, November 21	\$ c.	
Best, S. G.	" Parry Sound District	1875, March 23	500 00	
Brown, C. P.	" Algoma District	1872, June 25	500 00	
Cockburn, J. D.	" Nipissing District	1884, May 21	500 00	Agent for sale of lands.
Day, J. F.	" Algoma District	1875, July 19	500 00	
Dawson, G. W.	" Frontenac and Addington	1882, February 17	500 00	
Dill, J. W.	" District of Muskoka	1888, August 1	500 00	
Duncan, A. G.	St. Joseph Island	1883, December 23	200 00	
Fielding, W.	Part of Victoria	1882, February 23	500 00	
Gilligan, B. J.	" Nipissing District	1884, March 26	500 00	
Handy, E.	" Parry Sound District	1879, January 30	500 00	
Kennedy, J. D.	" Renfrew	1885, October 30	500 00	
Mackay, T.	" Parry Sound District	1881, December 5	500 00	
Macpherson, R.	" Frontenac	1871, July 18	500 00	
Margach, W.	" Thunder Bay District	1886, August 31	250 00	Agent for sale of lands.
McDonald, D. G.	" Algoma District	1886, December 3	250 00	Resigned 16th May, 1889.
Nichols, W. L.	" Algoma District	1885, August 27	500 00	Agent for sale of lands.
Reeves, J. J.	" Nipissing District	1872, February 12	500 00	
Ruttan, J. F.	" Thunder Bay District	1889, May 16	400 00	Agent for sale of lands.
Ryan, T. J.	" Algoma District	1888, June 15	500 00	
Scarlett, J. S.	" Parry Sound District	1880, June 17	500 00	
Stewart, C. R.	" Hastings and Peterborough	1882, May 1	500 00	
Tait, J. R.	" Hastings	1869, May 28	500 00	
Whelan, J.	" Renfrew	1884, September 19	500 00	

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.

## APPENDIX NO. 3.

STATEMENT of Land Sold, Amount of Sales and Amount of Collections for the year 1889.

SERVICE.	Acres Sold.	Amount of Sales.	Amount of Collections.
		\$ c.	\$ c.
Crown Lands .....	53,640	71,765 63	66,888 54
Clergy Lands .....	1,279½	1,262 25	3,972 34
Common School Lands .....	2	80 00	14,418 29
Grammar School Lands .....	503	280 80	962 42
Railway Lands .....	2,874¼	5,748 50	5,748 50
Total .....	58,288¾	79,137 18	91,990 09

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.



## APPENDIX NO. 4.

STATEMENT of the Gross Revenue of the Department of Crown Lands for the year 1889.

SERVICE.	\$ c.	\$ c.
<i>Land Collections :</i>		
Railway Lands.....	5,748 50	
Crown Lands .....	66,888 54	
Clergy Lands.....	3,972 34	
Common School Lands .....	14,418 29	
Grammar School Lands.....	962 42	
Rent .....	200 00	
In Suspense.....	22,722 95	
		114,913 04
<i>Woods and Forests :</i>		
Timber Dues.....	947,888 41	
Ground Rent.....	64,656 55	
Bonus .....	66,058 16	
		1,078,598 12
Casual Fees .....	358 59	
Surveyors' Fees.....	176 50	
Fishing License Fees .....	305 10	
Hunting License Fees. ....	140 00	
		980 19
<i>Expenditure Refunds :</i>		
Forest Fire Prevention .....	6,802 55	
Destitute Settlers.....	304 27	
Settlers' Homestead.....	100 00	
Inspection .....	57 10	
Colonization Roads.....	1,394 49	
Surveys .....	1,489 56	
		10,147 97
		1,204,639 32

D. GEO. ROSS,  
Accountant.AUBREY WHITE,  
Assistant Commissioner.DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1889.

## APPENDIX NO. 5.

STATEMENT of the Receipts of the Department of Crown Lands which are considered as Special Funds, 1889.

SERVICE.	\$ c.	\$ c.
<i>Clergy Lands:</i>		
Principal.....	2,195 16	
Interest .....	1,777 18	
		3,972 34
<i>Common School Lands:</i>		
Principal.....	5,776 26	
Interest .....	8,642 03	
		14,418 29
<i>Grammar School Lands:</i>		
Principal.....	545 90	
Interest .....	416 52	
		962 42
		19,353 05

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1888.

## APPENDIX No. 6.

## STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1889.

SERVICE.	\$ c.	\$ c.	\$ c.
AGENTS' SALARIES AND DISBURSEMENTS.			
<i>Salaries—Land.</i>			
Anderson, D. ....	500 00		
Best, S. G. ....	500 00		
Brown, C. P. ....	500 00		
Cockburn, J. D. ....	500 00		
Dawson, G. W. ....	500 00		
Dill, J. W. ....	500 00		
Day, J. F. ....	500 00		
Duncan, A. G. ....	200 00		
Fielding, W. ....	500 00		
Gilligan, B. J. ....	500 00		
Handy, E. ....	500 00		
Kennedy, J. D. ....	500 00		
Macdonald, D. G. ....	538 88		
Mackay, T. ....	500 00		
Macpherson, R. ....	500 00		
Nichols, W. L. ....	500 00		
Reeves, J. ....	500 00		
Ruttan, J. F. ....	250 00		
Ryan, T. J. ....	500 00		
Scarlett, J. S. ....	500 00		
Stewart, C. R. ....	500 00		
Tait, J. R. ....	500 00		
Whalen, J. ....	500 00		
		10,988 88	
<i>Salaries—Timber.</i>			
Barnes, Geo. ....	450 00		
Campbell, P. C. ....	1,600 00		
Margach, W. ....	1,600 00		
Macdonald, D. F. ....	1,600 00		
Macdonald, W. J. ....	875 00		
Darby, E. J., Clerk. ....	425 00		
Mackay, Jno. ....	400 00		
Nicholson, B., Clerk. ....	112 50		
Munro, H. ....	750 00		
McWilliams, J. B. ....	2,000 00		
Tassé, D. ....	100 00		
Way, J. F. ....	840 00		
		10,752 50	
<i>Salaries—Fisheries.</i>			
Flanagan, W. ....	50 00		
Moore, F. J. ....	50 00		
Willmott, J. H. ....	50 00		
		150 00	
<i>Agents' Disbursements.</i>			
Anderson, D. ....	19 58		
Best, S. G. ....	33 50		
Brown, C. P. ....	10 00		
Campbell, P. C. ....	496 50		
Cockburn, J. D. ....	24 22		
Dawson, G. W. ....	17 43		
Dill, J. W. ....	33 84		
Duncan, A. G. ....	9 17		
Fielding, W. ....	5 16		
Handy, E. ....	26 88		
Kennedy, J. D. ....	5 75		
Mackay, T. ....	19 15		
Mackay, John. ....	310 09		
Macpherson, R. ....	12 90		
Carried forward .....			

APPENDIX No. 6—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1889.

SERVICE.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
<i>Agents' Disbursements—Continued.</i>			
Macdonald, D. F. ....	51 49		
Macdonald, W. J. ....	1,449 83		
Macdonald, D. G. ....	7 48		
McWilliams, J. B. ....	285 74		
Moore, F. J. ....	42 36		
Munro, Hugh ....	500 00		
Nichols, W. L. ....	19 65		
Poupore, J. ....	10 33		
Reeves, J. ....	3 50		
Ryan, T. J. ....	18 90		
Scarlett, J. S. ....	27 49		
Stewart, C. R. ....	13 79		
Tait, J. R. ....	10 70		
Whalen, J. ....	7 57		
Way, J. F. ....	80 50		
Willmott, J. H. ....	38 65		
		3,592 15	
<i>Miscellaneous.</i>			
Cameron, A. J., inspection.....	37 00		
Cowper, G. B., travelling expenses .....	31 60		
Carpenter, W. H., investigating disputed claims, Rainy River .....	264 50		
Crozier, J. A. G., travelling expenses.....	32 45		
Kirkpatrick, G. B., do .....	27 50		
Kirkpatrick, G. B., investigating disputed claims, Rat Portage .....	675 00		
Nickerson, W., inspection.....	12 00		
Martin, T. S., do .....	10 00		
Ryan, W. H., do .....	22 00		
Stewart, E., survey Whitefish Reserve .....	823 96		
Stewart, Hugh, investigating disputed claims, Rainy River.....	733 75		
Stewart, E., inspection.....	10 00		
Sheppard, J., do .....	10 00		
Taylor, T. C., do .....	176 00		
do removal expenses.....	35 20		
White, Aubrey, travelling expenses.....	136 75		
		3,037 71	
<i>Wood Ranging and Inspection of Timber Lands.</i>			
Barnes, Geo .....	758 49		
Bick, Geo .....	1,158 21		
Brady, Jno. ....	805 00		
Brennan, P. ....	725 00		
Brooks, A. ....	520 00		
Christie, P. C. ....	457 74		
Coville, Jno .....	144 00		
Crawford, A. C. ....	100 00		
Cunningham, J. ....	655 50		
Dulmage, A. F. ....	505 00		
Foote, W. E. ....	292 00		
Fraser, D. ....	930 00		
Halliday, J. ....	787 00		
Halliday, F. ....	1,293 25		
Johnson, S. M. ....	1,658 71		
Kennedy, Jno .....	1,070 82		
Ludgate, T. ....	1,249 55		
Margach, W. ....	3,282 44		
Moore, D. H. ....	1,143 82		
McGown, T. ....	775 85		
McGown, W. ....	1,554 91		
<i>Carried forward</i> .....			28,521 24



## APPENDIX No. 6—Continued.

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the Year 1889.

SERVICES.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> .....			
<i>Wood Ranging and Inspection of Timber Lands—Continued.</i>			
McCogherty P. ....		1,018 50	
McSherry, P. ....		519 20	
Paget, Geo. ....		1,457 00	
Robinson, W. ....		100 00	
Regan, J. ....		971 41	
Russell, W. ....		1,718 86	
Saunders, J. B. ....		24 50	
Smith, J. W. ....		1,131 00	
Shaw, Jos. ....		1,485 15	
Stewart, H. ....		98 25	
Turgeon, J. B. ....		700 00	
White, J. B. ....		575 00	
<i>Fire Ranging.</i>			29,666 16
Assaut, T. ....		126 00	
Billingham, S. ....		113 00	
Bromley, T. ....		131 00	
Bowland, W. ....		234 00	
Bremner, W. ....		180 00	
Bell, J. ....		248 00	
Blanchet, O. ....		160 00	
Borron, E. ....		246 00	
Conway, J. ....		200 00	
Coghlan, J. ....		262 00	
Cochrane, J. ....		353 00	
Clarke, J. S. ....		149 25	
Duford, I. ....		385 87	
Donally, R. S. ....		336 00	
Donnelly, P. ....		431 50	
Evans, J. ....		238 00	
Elmhurst, W. ....		255 00	
Elliott, W. ....		174 00	
Flanagan, W. ....		328 00	
Garvey, P. ....		457 12	
Gagne, F. ....		122 00	
Green, W. H. ....		86 00	
Galna, J. ....		16 25	
Hawden, F. ....		262 00	
Haley, C. ....		262 00	
Harvey, A. ....		172 00	
Henderson, C. ....		196 00	
Johnson, R. W. ....		206 00	
Johnston, W. ....		131 00	
Johnson, E. ....		212 00	
Laselle, H. ....		176 00	
Lavendière, F. ....		138 00	
Link, A. ....		204 00	
Majeau, A. ....		174 00	
Mitchell, J. C. ....		172 00	
Maves, A. ....		104 00	
Maves, W. ....		362 00	
Morrison, W. ....		100 00	
Marshall, W. ....		171 00	
McGown, W. ....		36 00	
McNab, W. C. ....		268 00	
McFarlane, J. ....		186 00	
McFarland, W. ....		25 00	
McBrian, H. ....		236 00	
<i>Carried forward</i> .....			

APPENDIX No. 6.—*Continued.*

STATEMENT of the Gross Disbursements of the Department of Crown Lands for the  
Year 1889.

SERVICES.	\$ c.	\$ c.	\$ c.
<i>Brought forward</i> . . . . .			
<i>Fire, Ranging—Continued.</i>			
McQuey, D . . . . .		473 37	
McDonald, A . . . . .		406 49	
McKinnon, R . . . . .		208 00	
McPhee, A . . . . .		172 00	
McCallum, A . . . . .		212 00	
McKay, A . . . . .		196 00	
O'Neil, A. J . . . . .		104 00	
Oram, J . . . . .		262 00	
Oakes, M. . . . .		210 00	
Penault, W. H. . . . .		131 00	
Porter, J . . . . .		130 00	
Prince, A . . . . .		263 00	
Ritchie, A. W. . . . .		68 00	
Reilly, M. M. . . . .		214 00	
Robertson, J . . . . .		184 00	
Robinson, W. . . . .		206 00	
Streatfield, L. . . . .		292 00	
Skuce, T . . . . .		517 50	
Sage, N. . . . .		94 00	
Sedgewick, J . . . . .		164 00	
Shiels, J. A . . . . .		243 50	
Scantlin, J . . . . .		114 47	
Thompson, F. H. . . . .		300 00	
Vannier, N. . . . .		168 00	
Vankoughnet, J . . . . .		40 00	
Welsh, J . . . . .		262 00	
Woods, R . . . . .		172 00	
Wilson, C . . . . .		262 00	
Wilcox, G . . . . .		120 00	
Wilcox, T . . . . .		8 00	
Young, W . . . . .		264 50	
Refunds . . . . .			15,468 82
Colonization Roads . . . . .			13,018 15
Surveys . . . . .			105,047 52
Board of Surveyors . . . . .			34,540 01
			364 00
<i>Contingencies.</i>			
Printing and binding . . . . .		1,086 43	
Stationery . . . . .		1,988 78	
Postage and Telegraphing . . . . .		1,270 25	
Officekeeper . . . . .		500 00	
Messenger . . . . .		550 00	
Firemen . . . . .		769 00	
Nightwatchman . . . . .		500 00	
Subscriptions and advertising . . . . .		2,252 27	
Sundries . . . . .		776 06	
			9,692 79
			236,336 69

D. GEO. ROSS,  
Accountant.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.

## APPENDIX No. 7.

## WOODS AND FORESTS.

STATEMENT of Revenue collected during the year ending 31st of December, 1889.

	\$	c.	\$	c.
Amount of Ottawa collections.....	336,397	24		
“ “ “ at Quebec.....	43,714	49		
			380,111	73
Amount of Belleville District collections.....	158,306	11		
			158,306	11
Amount of Western Timber District collections at Department .....	486,165	25		
“ “ “ “ “ at Quebec .....	54,015	03		
			540,180	28
Total .....			1,078,598	12

AUBREY WHITE,

Assistant Commissioner.

G. B. COWPER,

Chief Clerk in charge.

DEPARTMENT OF CROWN LANDS,

WOODS AND FORESTS BRANCH,

TORONTO, 31st December, 1889.

APPENDIX  
WOODS AND

STATEMENT of Timber and Amounts accrued from Timber Dues, Ground

AGENCIES.	QUANTITIES AND						
	Area covered by Timber Licenses.	SAW LOGS.				SQUARE	
		White Pine.		Other.		White Pine.	
	Square Miles.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Ottawa Timber District.....	6,547	1,982,878	237,664,827	15,445	1,426,606	33,868	1,754,382
Belleville Timber District....	1,489 $\frac{1}{4}$	1,418,946	123,272,526	18,012	1,297,480	304	18,006
Western Timber District.....	9,190 $\frac{1}{4}$	3,400,484	364,790,280	11,344	944,027	52,059	2,887,367
Total .....	17,226 $\frac{1}{2}$	6,802,308	725,727,633	44,801	3,668,113	86,231	4,659,755

GENERAL STATEMENT OF

AGENCIES.	Hemlock.		Cordwood.		Pile Timber.	Telegraph Poles.	Traverses.	Lineal Cedar.
	Pieces.	Feet.	Hard Cords.	Soft Cords.	Feet B. M.	No.	Pieces.	Feet.
Ottawa Timber District.....	12	8,326	740	583	.....	2,380	450	32,876
Belleville Timber District....	.....	.....	.....	.....	.....	.....	.....	53,742
Western Timber District.....	.....	.....	.....	1,739	37,360	.....	.....	17,441
Total .....	12	8,326	740	2,322	37,360	2,380	450	104,059

G. B. COWPER,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS, WOODS AND FORESTS BRANCH,  
Toronto, 31st December, 1889.



No. 8.

## FORESTS.

Rent and Bonus during the year ending 31st of December, 1889.

## DESCRIPTION OF TIMBER.

TIMBER.		Boom and Dimension Timber.		Ash, Elm, Maple and Basswood.		Oak.		Tamarac.		Railway Ties.
Red Pine.										
Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces	Feet.	Pieces.
9,860	356,787	63,855	10,880,424	{ B. 29 A. 174 E. 27	{ 1,005 4,773 861	} 31	1,476	24	1,015	123,616
.....	.....	13,640	2,930,096	.....	.....					18,947
1,030	43,327	82,437	18,189,717	{ A. 77 E. 21 M. 3	{ 2,351 927 127	} .....    .....	.....	1	36	436,638
10,890	400,114	159,932	32,000,237	{ A. 251 B. 29 E. 48 M. 3	{ 7,124 1,005 1,788 127					579,201

TIMBER, ETC.—*Continued.*

Cedar Posts.	Bolts.	Spars.		AMOUNTS ACCRUED.				
				Interest, Trespass, etc.	Timber Dues.	Ground Rent.	Bonus.	Total.
Cords.	Cords.	Pieces.	Feet.					
870	481	6	1,200	\$ c. 1,066 92	\$ c. 295,087 88	\$ c. 21,998 90	\$ c. ....	\$ c. 318,153 70
674	107	.....	.....	108 84	128,212 43	4,870 00	.....	133,191 27
.....	3,253	.....	.....	11,056 34	478,742 76	32,561 60	66,058 16	588,418 86
1,544	3,841	6	1,200	12,232 10	902,043 07	59,430 50	66,058 16	1,039,763 83

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 9.

Return of the number of locatees and of acres located ; of purchasers and of acres sold ; of lots resumed for non-performance of the settlement duties, and of patents issued under the Free Grants and Homesteads Act during the year 1889.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of per- sons located.	Number of acres located.	Number of pur- chasers.	Number of acres sold.	Number of lots the locations been cancelled.	Number of patents issued.
Baxter.....	Muskoka	J. W. Dill, Bracebridge.	13	1538			1	3
Brunel.....			4	668			12	4
Chaffey.....			9	1070			8	2
Draper.....			6	863	1	23	11	2
Franklin.....			12	1161	2	134	2	2
Macaulay.....			2	200			9	5
Medora.....			6	970	2	97		
Monck.....			8	840	1	25	3	1
Morrison.....			6	540	1	100	1	1
Muskoka.....			6	571			1	5
McLean.....			6				10	2
Oakley.....			9	1128			3	1
Ridout.....			3	440	1	28	7	5
Ryde.....			10	1121			5	3
Sinclair.....			3	412			13	1
Sherborne.....			6	571	1	96	11	3
Stephenson.....			8	915	1	11	2	3
Stisted.....			13	2049			15	5
Watt.....			7	985			3	7
Wood.....			1	99			1	1
Cardwell.....	Parry Sound	Mrs. T. Mackay, Parry Sound.	1	200	1	57	2	3
Carling.....			4	461	1	66	2	3
Christie.....			13	1746			15	3
Christie.....			7				3	5
Ferguson.....			1	100			8	1
Foley.....			3	447			2	1
Hagerman.....			1	98			2	5
Humphry.....			2	200			2	3
Monterth.....			1	109				
McConkey.....			3					
McDougall.....			1					
McKenzie.....			1					
McKellar.....			1					
Shawanaga.....			1					
Wilson.....			3	321				



APPENDIX No. 9—Continued.

Return of the number of locaters and of acres located, etc.

TOWNSHIP.	DISTRICT OR COUNTY.	AGENT.	Number of persons located.	Number of acres located.	Number of purchasers.	Number of acres sold.	Number of lots the locations of which have been cancelled.	Number of patents issued.	
Abinger .....	Addington.	G. W. Dawson, Plevna.	13	1993	3	11	4	2	
Denbigh .....	do		34	4058	12	131	19	4	
Canonto, South .....	Frontenac		1	100			2	2	
do North .....	do								
Clarendon .....	do		25	3094			19	11	
Miller .....	do		13	1835			5	2	
Palmerston .....	do		3	393	1	1	2	4	
Alcona, North .....	Renfrew	Jas. Reeves, Eganville.	2	112	2	51	1		
do South .....			6	800	2	200	3	9	
Brougham .....			8	990	1	6	4	2	
Grattan .....			5	732	4	46	1	11	
Hagarty .....			15	1811			12	5	
Richards .....									
Wilberforce .....			3	447			2	9	
Brudenell .....	Renfrew	John Whelan, Brudenell.	4	528			7	2	
Griffith .....			2	150	1	97	1	3	
Lyndoch .....			2	228	1	3		1	
Matawatchan .....			9	956			3	2	
Radcliffe .....			1	54				1	
Raglan .....			21	2754			3	3	
Sebastopol .....	Renfrew	J. D. Kennedy, Pembroke	3	287				1	
Sherwood .....			4	587			1	1	
Alice .....			7	707			4	3	
Buchanan .....			2	292	2	153	3	2	
Fraser .....									
Head .....			1	108	1	8		2	
Maria .....	Renfrew								
McKay .....			14	1829	2	2	13	2	
Petewawa .....			3	354	2				
Rolph .....			1	100	2	170	4	1	
Wylie .....			1	85					
Cameron .....			1				1		



Bonfield .....	Nipissing	B. J. Gilligan, Mattawa .....	12	1498	...	...	5	4
Calvin .....			9	1076	...	...	6	1
Ferris .....			13	1484	2	105	3	3
Mattawan .....			1	99	1	1	1	2
Papineau .....			9	1304	1	106	6	
Aweres .....	Algoma	C. P. Brown, Sault Ste. Marie. ....	7	840	...	...	5	1
Korah .....			1	160	...	...	1	
Parke .....			6	833	1	34	5	1
Prince .....	Algoma	J. F. Day, Bruce Mines .....	1	136	...	...	1	3
Plummer .....	Algoma	A. G. Duncan, Marksville .....	12	1155	1	100	9	10
St. Joseph Island .....			1	160	...	...	1	
Blake .....	Thunder Bay	J. F. Ruttan, Port Arthur....	5	655	...	...	2	
Comtee .....			11	1761	3	478	10	10
Crooks .....			14	2043	...	...	13	
Dawson Road .....			10	1402	...	...	8	
Gillies .....			858	114050	84	3708	657	386
Lybster .....								
Oliver .....								
O'Connor .....								
Paipoonge .....								

JOSEPH J. MURPHY,  
Clerk in Charge.

AUBREY WHITE,  
Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, December 31st, 1889

## APPENDIX No 10.

## FISHERY OVERSEERS,

## UNDER THE ONTARIO FISHERIES ACT.

NAME.	DISTRICT.	POST OFFICE ADDRESS.	SALARY.
Newton Flanagan .....	River Nepigon, Lake Nepigon and adjacent waters.....	Nepigon .....	\$50 00
John H. Willmott .....	District of Muskoka .....	Beaumaris.....	50 00
Francis James Moore.....	County of Victoria, County of Peterborough and Provisional County of Haliburton .....	Lakefield.....	50 00
Norman Clark .....	County of Lanark and all those parts of the Counties of Frontenac and Addington lying north of the southerly limits of the Townships of Bedford, Hinchinbrooke and Sheffield .....	Mississippi Station.....	50 00
John J. Little.....	District bounded on the west by the east limit of the Garden River Indian Reserve produced north from the north-east angle thereof, and on the east by the east limit of the Township of Long produced north ..	Day Mills.....	50 00
Samuel R. McKewen .....	Manitoulin Island .....	Tehkummah.....	50 00
Benjamin McDermott .....	District of Parry Sound .....	Sundridge .....	50 00
Robert R. Smith .....	County of Renfrew.....	Eganville .....	50 00

A. KIRKWOOD,  
Chief Clerk in charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889,

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 11.

NEPIGON, Ont., 13th December, 1889.

SIR,—I have the honour to respectfully submit for your consideration my annual report as Fishery Overseer of the Lake and River Nepigon District.

Fishing for pleasure with fly and hook and line have been the only methods practiced here during the past season. No netting or other illegal means of procuring fish have been resorted to. In this connection I have no complaints to make, nor has any infringement of the fishery laws been brought to my notice.

The River Nepigon was throughout the season in very fair condition for fly fishing the water being low and remarkably clear. Any quantity of fish was in the stream, still complaints were made that the trout would not rise readily to the fly. Many fine catches, however, were made and large fish taken.

Not so many anglers visited the Nepigon the past season as during the previous year, owing in a great measure to the exorbitant charges made during 1888, by the Indians and half-breeds, who act as guides and boatmen. This great objection was, however, much mitigated during the past season by having men brought in from other localities.

The sum of three hundred and sixty-five dollars (\$365) was received for special permits issued, all of which has been transmitted to your department along with statements, permit books, etc.

I have the honour to be, Sir,

Your very obedient servant,

(Signed)

NEWTON FLANAGAN,

Fishery Overseer.

To the Honourable,

The COMMISSIONER OF CROWN LANDS,

Toronto.

## APPENDIX No. 12.

BEAUMARIS, 23rd December, 1889.

SIR,—I have the honour to submit to you my annual report respecting the fisheries in the district over which I am overseer.

During the past season anglers have met with fair success, although there have been complaints of the scarcity of bass; this is accounted for by the fact that this variety of fish have certain feeding grounds and never leave such localities, consequently portions of the lakes are fished out, whereas in other portions, not frequented by anglers, the supply is as good as ever. Should Lakes Muskoka, Rosseau and Joseph be restocked, which is strongly urged by many persons, a judicious distribution of the "Fry" would be necessary.

The law relative to sawdust and mill rubbish is as a rule well observed, only two cases of violation having come under my notice during the past season, and the parties at my request immediately took steps to stop the nuisance.

Netting as a rule is not practiced, but I regret to say that parties encourage it, by buying fish which they know have been netted.

I would respectfully again call your attention to the close season for salmon trout, viz. :—1st to 30th November. The close season for this district should certainly be a month earlier for this variety of fish, as this fall they were at the height of spawning about the 8th October, and were over by the 20th of that month. The Indians place the spawning season for this fish at the full moon of October, and by personal observation for some years past, this has been the time at which they were at the height of spawning.

At the request of several parties on Trading Lake, I procured a quantity of whitefish spawn, and forwarded it to Baysville for distribution in the lake. Residents also on the shores of Mary Lake are anxious to have some deposited in that lake, for this purpose I intend procuring some next fall. As whitefish is one of the staple fish of Ontario, I think it advisable to distribute it as much as possible.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

JOHN H. WILLMOTT,

Fishery Overseer.

The Honourable,

The COMMISSIONER OF CROWN LANDS,

Toronto.

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#### APPENDIX No. 13.

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LAKEFIELD, Ont., December 31st, 1889.

SIR.—I have the honour to submit for your consideration my annual report of the fisheries in the district of which I am overseer, viz. :—Counties of Peterboro', Victoria and Haliburton.

During the past season fishing has been exceedingly good. Trolling with spoon, and rod and line, are the only means used for taking fish. The law has been tolerably well observed. I have succeeded in putting down the use of snares to a great extent. I have prosecuted several parties for illegal fishing which will be found in my report of convictions, and have forwarded to your department \$3.50 for fines. During the season I have collected for 37 permits issued to Americans \$37, which has been duly forwarded to your department,

I beg to suggest that the following changes be made in the law as regards this district.

That the price of permits to foreigners be \$5. The only way that I can collect for permits is to personally visit the parties. They seem to think that \$1 for permission to fish means nothing, and unless made to understand that they will be prosecuted unless they obtain permits, will pay no attention to the law and use the argument that if your government meant them to pay for permits, it would make the charges something worth collecting.

That the close season for salmon be from 15th October to 30th of November, for the reason that these fish spawn between those dates in the waters of this district. During the summer and fall I visited officially the waters of this district. To properly look after the fisheries in this district would require all my time, during the close season,



and at midsummer, to collect for permits when foreigners are visiting these waters. I am creditably informed that Americans shipped large quantities of bass and maskilongé to the States during the summer and fall. I have done all possible to put down illegal fishing with as little expense as possible.

I have the honour to be, Sir,

Your obedient servant,

(Signed)

F. J. MOORE,  
Fishery Overseer.

To the Honourable,

The COMMISSIONER OF CROWN LANDS,  
Toronto.

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#### APPENDIX NO. 14.

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COPY OF AN ORDER-IN-COUNCIL, APPROVED BY HIS HONOUR THE LIEUTENANT-GOVERNOR,  
THE 26TH DAY OF MAY, A. D. 1887.

Upon the recommendation of the Honourable the Commissioner of Crown Lands, the Committee of Council advise, that the accompanying regulations under the "Ontario Fisheries Act, 1885," be approved of and established by Your Honour.

Certified,

J. LONSDALE CAPRÉOL,

Assistant Clerk Executive Council,

The Honourable

Ontario.

THE COMMISSIONER OF CROWN LANDS.

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The Commissioner of Crown Lands has the honour to recommend to the Executive Council that the following regulations be made under "The Ontario Fisheries Act, 1885," namely :—

1. That leases granted for the purpose of conveying the fishing rights pertaining to public lands adjoining the rivers, streams and lakes of the Province, shall be for the depth of one chain inland from the water's edge.

2. Such leases shall be granted as far as practicable to responsible parties, able and willing to improve the lakes and rivers and guard them well. Applicants having in view the personal use and enjoyment of the fishing rights to be generally preferred to such as may offer higher rents with a view to farming or sub-letting the right to fish. Care to be taken that residents in the Province be allowed to enjoy a due proportion of the fishing rights.

3. That the valuation of the lands for rent shall be based on the character and condition of the rivers, streams and lakes which they adjoin, as made known to the Department of Crown lands by reports of official inspectors or private individuals, all such reports to be considered confidential, and not to be communicated to other parties without the express authorization of the Commissioner of Crown lands. Offers made by applicants for leases not to be communicated to other applicants.

4. That leases of lands made and granted under the provisions of "The Ontario Fisheries Act" shall not be held to convey the right to work any mine that may be found on such lands, or to cut any timber thereon.

5. That licenses and permits to fish shall be granted upon the payment in advance of such fees as the Commissioner of Crown Lands may from time to time determine, and shall be valid until the close of the angling season of the year in which it is granted.

6. That excessive or wasteful fishing, or killing of fish, shall involve the cancellation of the lease, license or permit covering the waters in which it has taken place.

7. That it be obligatory upon any person who has no domicile in the Province of Ontario, and who desires to fish in the rivers, streams or lakes under the control of the Province, to procure a permit or license to that effect from the Commissioner of Crown Lands before beginning to fish.

8. That no person shall, except under authority of a fishery lease, fishing license, or permit, fish for, catch or kill any fish in any inland lake, river or stream adjoining the ungranted lands of the Province.

9. That no person shall, without lawful authority, fish for, catch or kill, by any device or means, any fish during their spawning time, or disturb or destroy their spawn or spawning-beds.

10. That it shall not be lawful to fish for, catch, or kill, brook trout, salmon trout, white fish, bass, pike, pickerel, maskinongé, tulibee, grayling, herring, or perch, in any inland lake, river or stream under the control of the Province, by any device or means other than by hook and line or angling, except in waters leased or licensed for the express purpose of net fishing.

11. That it shall not be lawful to use any explosives, or chemical material, or compound, for the purpose of killing or catching fish.

12. That fishing by torch-light, or other artificial light, placed in or above the water, is prohibited.

13. That no person shall fish for, catch, kill, buy, sell, or have in possession, any fish at times when the taking or killing of fish is prohibited by lawful authority.

14. That parties holding leases under the provisions of "The Ontario Fisheries Act" shall not have any recourse against the Government of the Province for any hindrance to their use and enjoyment of the fishing rights pertaining to the lands leased, by the operation of any law enacted or that may be hereafter enacted by the Parliament of Canada, or by any action of the Government of Canada, or any person employed thereunder.

15. It shall not be lawful to use or set in any of the inland rivers, streams or water courses within the Province, any net, rack, trap, weir, or obstruction for the purpose of catching fish, or whereby the free passage of fish up and down the same may be obstructed or prevented.

16. The catching, killing, or molesting of fish when passing or attempting to pass through any fishway or fish-pass, or in surmounting any obstacle or leaps, the use of any invention to catch, kill, or molest fish in the mill-heads and water-courses appurtenant thereto, are hereby forbidden.

17. It shall not be lawful to put into any waters in any inland river, stream or lake in the Province where fish are taken, any offal, blood, putrid brine, putrid fish, or other deleterious substance; and all fish, offal, or filth of any description whatsoever accruing from the catching and curing of fish, shall be burned or buried twenty yards distant from the water's edge of said river, stream or lake.

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*Close Seasons.*

It shall not be lawful to fish for, catch, kill, or have in possession :

Speckled Trout, between the 15th September and 1st May.

Pickerel (doré), between the 15th April and 15th May.

Bass and maskinongé, between the 15th April and 15th June.

White fish and salmon trout, between the 1st November and 30th November.

ARTHUR S. HARDY,

Commissioner of Crown Lands.

# APPENDIX NO 15.

STATEMENT of the number of letters received and mailed by the Department in 1887, 1888 and 1889.

YEARS.	Sales and Free Grants.	Accounts.	Surveys.	Woods and Forests.	Colonization Roads.	Transferred to other Departments.	Totals.	Names Indexed.	Enclosures.	Orders in Council.	Returned—not called for at address.	Mailed from the Department.
1887	7,427	1,112	2,031	3,059	2,535	9	16,173	2,100	31,000	17	21	21,250
1888	7,548	1,040	2,248	3,160	2,373	10	16,379	2,300	33,000	21	12	18,272
1889	6,757	926	2,600	3,621	2,353	8	16,257	2,30	33,000	20	27	20,135

JOHN MORPHY,  
Registrar.  
Toronto, December 31st, 1889.

AUBREY WHITE,  
Assistant Commissioner.

## APPENDIX No. 16.

STATEMENT of Municipal Surveys for which Instructions were issued during the year 1889.

No.	Name of Surveyor.	No.	Date of Instructions.	Description of Survey.	Date when Confirmed.
1	F. F. Passmore.....	558	27th April, 1889 .....	To survey lots numbers 14 and 15 in the 4th Concession of the Township of Barton and to plant durable monuments at the north-west angle of lot number 14 and at the north-east angle of lot number 15 in said Concession.	
2	T. Harry Jones . . . . .	559	21st June, 1889 .....	To survey that part of the town line between the Townships of Windham and South Norwich opposite the 6th Concession of Windham, and to plant stone monuments at the angles of the 6th Concession marking the westerly limit of said township, and also at the corresponding corners of any concession lines in South Norwich abutting thereon, marking the easterly limit of said township.	
3	J. B. Lewis . . . . .	560	22nd June, 1889. . . . .	To survey lots numbers 10 to 23 inclusive on the lines between the 14th and 15th Concessions and between the 16th and 17th Concessions of the Township of South Plantagenet, and to plant durable monuments at the angles of the lots on said concession lines as the same were originally planted.	
4	Coad & Robertson.....	561	3rd July, 1889. ....	To survey the base line across the 4th Concession of the Township of Zone and to plant durable monuments to define the same.	
5	Coad & Robertson . . . . .	562	3rd July, 1889 .....	To survey Canal Street, in the Village of Tilbury Centre, and to plant durable monuments, one at the south-west angle of lot number 1, corner of Queen and Canal Streets, Stewart's survey, and at the north-west angle of lot number 1, corner of Queen and Canal Streets, Carlen survey north, another at the north-east angle of an unnumbered lot in Stewart and Marshall survey at the east end of said Canal Street, and a fourth at the east end of said Canal Street on the north side of said street opposite said unnumbered lot	
6	Augustine McDonell ....	563	4th July, 1889 .....	To survey the road allowance between lots numbers 18 and 19 in the 2nd Concession, west of the communication road, in the Township of Harwich, and to plant stone or other durable monuments at the front and rear angles of said lots,	



7	George Ross ....	564	7th October, 1889.....	To survey the road allowance between lots numbers 11 and 12 in the 2nd Concession of the Township of Pelham and to plant stone or other durable monuments at the north-west and south-west angles of said lot number 11, and at the north-east and south-east angles of said lot number 12.
8	W. E. Yarnold.....	565	7th October, 1889.....	To survey lots numbers 7 and 8 in the 8th Concession of the Township of Pickering and to plant cut stone or other durable monuments at the front and rear angles of said lots.
9	Arthur M. Bowman.....	566	8th October, 1889.....	To survey certain concessions, ranges and blocks in the Town of Lindsay and to plant stone monuments at the angles of certain streets in the said Town of Lindsay.
10	George Gibson.....	567	28th October, 1889.....	To survey the westerly boundary of the Town of Niagara, the same being the boundary between the municipalities of the Town and Township of Niagara, and to mark said line by permanent stone or iron monuments.
11	P. S. Gibson .....	568	19th November, 1889...	To survey a part of the original road allowance in the Township of Etobicoke, locally known as Stock's side road, said part extending from its intersection with the Lake-shore road near the mouth of the River Humber, westerly as far as the road allowance between the 3rd and 4th Ranges of the King's Mill Reserve in said township, and to define the same by stone or other durable monuments.
12	John Stewart .....	569	19th November, 1889...	To survey that part of the concession line between the 4th and 5th Concessions in the Rideau Front of the Township of Nepean opposite lots numbers 1 to 10 inclusive, and also part of the concession line between the 2nd and 3rd Concessions in the said Rideau Front opposite lots numbers 21 to 35 inclusive, and to plant stone or iron monuments in such positions as will show the true location of the allowance for road between the above concessions opposite above named lots.

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.

AUBREY WHITE,  
Assistant Commissioner.

# APPENDIX No. 17.

## STATEMENT of Municipal Surveys confirmed during the year 1889.

No.	Name of Surveyor.	No.	Date of Instruction.	Description of Survey.	Date when confirmed.
1	F. F. Passmore .....	546	24th January, 1888 .....	To survey the concession line or side road line along the southerly limit of lot number 1 in the 2nd concession, west of Yonge Street, in the township of York, and to mark it by permanent stone or iron boundaries.....	13th May, 1889.
2	H. B. Proudfoot .....	544	2nd June, 1887.....	To survey lots numbers 28 and 29 in the 3rd and 4th concessions of the township of East Wawanosh, and to plant durable monuments at the front and rear angles thereof .....	15th November, 1889.
3	C. J. Wheelock .....	550	25th April, 1888. . . . .	To survey that part of the blind line between the 7th and 8th concessions of Arthur forming the westerly limit of lots numbers 15 and 16 in the said 7th concession and the rear line of lots numbers 16, 17 and 18 in the 8th concession, and to plant stone monuments along said blind line.....	23rd December, 1889.

GEORGE B. KIRKPATRICK, P.L.S.  
 Chief Clerk in Charge.

AUBREY WHITE,  
 Assistant Commissioner.

DEPARTMENT of CROWN LANDS,  
 TORONTO, 31st December, 1889

# APPENDIX No. 18.

STATEMENT of Crown Land Surveys in progress and amounts advanced up to date during the year 1889.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Advanced.
1	31st May, 1887.	Joseph DeGurse.	Township of Garson.	\$ c.
3	29th May, 1888.	Isaac L. Bowman.	" Hess.	Nil.
2	29th May, 1888.	Joseph DeGurse.	" Craig.	800 00
4	31st May, 1889.	J. W. Fitzgerald.	" Niven.	1,000 00
5	11th June, 1889.	E. J. Rainboth.	" Marquis.	3,200 00
6	11th June, 1889.	Jas. S. Land.	" Pacaud.	1,475 00
7	11th June, 1889.	H. DeQ. Sewell.	" Scoble.	1,500 00
8	18th June, 1889.	H. DeQ. Sewell.	Re-survey of part of the township of Palpoonge.	1,200 00
9	8th August, 1889.	E. J. Saunders.	Township of Robillard.	500 00
10		M. J. Butler.	Re-survey of Kennebec.	1,600 00
11		J. F. Whitson.	Timber limits in Rainy River District.	150 00
12		James Dickson.	Inspection of Surveys, 1889.	100 00
			The Copp Clark Company for township maps.	900 00
				500 00
				\$12,925 00

GEORGE B. KIRKPATRICK, P.L.S.

Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,

TORONTO, 31st December, 1889.

AUBREY WHITE,

Assistant Commissioner.

APPENDIX No. 19.  
STATEMENT of Crown Land Surveys completed and closed during the year 1889.

No.	Date of Instructions.	Name of Surveyor.	Description of Survey.	Amount Paid. \$ c.	No. of Acres.
1	1st May, 1888	Russell & Co.	Survey in connection with trespass on Rainy Lake	216 25	51,328
2	22nd May, 1888	Thomas Byrne.	Township of Dickson	692 96	23,021
3	29th May, 1888	Alex. Baird	Notman	612 17	22,969
4	29th May, 1888	D. L. Sanderson.	Chamberlain	207 69	23,074
5	29th May, 1888	J. M. Tiernan.	Dack	515 18	
6	29th May, 1888	Jas. Dickson	Inspection of Surveys, 1888.	496 16	
7	4th September, 1888	William Bell	Outlines of Timber Berths, Algoma District.	719 77	
8	8th February, 1889	B. J. Saunders	Islands in Rideau Lake.	783 82	
9	17th May, 1889	Alexander Niven	Outlines of Townships near head of Lake Temiscamingue (120 miles).	3,600 00	23,021
10	11th June, 1889	J. K. McLean.	Township of Savard.	1,611 47	23,012
11	11th June, 1889	A. W. Campbell.	Bryce	1,610 84	23,163
12	11th June, 1889	Frank Purvis	Henwood	1,621 41	23,062
13	11th June, 1889	H. B. Proudfoot.	Beauchamp	1,614 34	22,781
14	11th June, 1889	W. R. Burke	Osborne	1,594 97	23,095
15	12th September, 1889	J. J. McKenna	Hammell	1,616 65	
16		James Dickson	Inspection of water privileges at Sault Ste. Marie.	333 50	
17		James Dickson	As Commissioner in Kennebec	520 25	
18		David Beatty	Establishing corners of streets in the township of Carrington	150 00	
19		Ellihu Stewart.	Survey of claims at Rat Portage.	1,626 38	
20		F. L. Foster.	Drawing Maps	270 00	
21		Chas. Unwin.	12th February, 1889, copy of plan of Toronto Marsh.	20 00	
			10th June, 1889, Alfred Barlow, two tracings of Lake Temiscamingue region	15 00	
			29th October, 1889, Department of Interior, 492 Maps of Townships in Rainy River District.	123 00	
			17th December, 1889, Jas. Foster, Optician, one Solar Compass.	300 25	
			The Copp Clark Co., Maps of Province, Townships, etc.	677 00	
			Map & School Supply Co., mounting Maps	130 25	
			J. L. Morris, Litho Maps of Pembroke	6 00	
				\$21,615 01	258,526

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.



# APPENDIX No. 20.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the District of Rainy River during the year 1889.

No.	No. of Description.	PATENTEE.	Designation of Mining Lands.	Acres.	Amount.	Date of Patent.
R. R. 19	Jacob H. Henesy .....	Mining Location, 246r, on Lake-of-the-Woods.....	97	\$ 194	2nd April, 1889.	
" 20	S. V. Halstead <i>et al.</i> .....	" 82v, south-east of Tache Station, on the C. P. Railway.....	80	160	2nd April, 1889.	
" 21	William J. Franks.....	" X 90, on Lake-of-the-Woods .....	336	672	18th April, 1889.	
" 22	Alexander Rankin.....	" 258r, on Lake-of-the-Woods .....	50	100	29th April, 1889.	
" 23	Harding Rideout .....	" X 21, north of Hudson's Bay Block, Rat Portage .....	160	320	29th April. 1889.	
" 24	John T. Horne and John McKellar....	" Locations, 21E, 22E, 23E, 24E, 25E, 26E, 27E, on Atic-Okan River .....	501	1,002	7th May, 1889.	
" 25	Richard R. Paulison.....	" R210, on Ottertrack Lake; Hunter's Island.	61	122	25th May, 1889.	
" 26	James McCahill <i>et al.</i> .....	" 170r, 171r, 181r, 182r, 183r, on Rainy Lake.	1,222	2,444	7th June, 1889.	
" 28	William Young.....	" Location, 221r, Pine Portage Bay, Lake of the Woods.	48	97	11th October, 1889.	
" 29	Oswald Montgomery <i>et al.</i> .....	" 259r, N. E. of the Town of Rat Portage .....	47	94	16th November, 1889.	
				2,602	\$5,205	

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.  
Chief Clerk in Charge.  
DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.

## APPENDIX No. 21.

STATEMENT of Mineral Lands which have been patented in Unsurveyed Territory in the Districts of Thunder Bay, Algoma and Nipissing during the year 1889.

No.	No. of Description.	PATENTER.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
1	2341	Frederick T. Sibley	Mining Location, R 258, west of the Township of Strange.	80	\$ 160	15th January, 1889.
2	2343	Greene Pack	" " 14th, east end of Arrow Lake.	51	102	18th January, 1889.
3	2348	Alice Dickinson	" " 80th, in the unsurveyed portion of the Township of Dorion.	80	160	5th February, 1889.
4	2352	J. B. Klock, R. A. Klock and E. B. Haycock	" Locations, 3, 4, 5, 6, on the Tanagamingue branch of the Montreal River.	394	788	8th February, 1889.
5	2354	Richard R. Paulson	" " 32x, 33x, west of the Township of Strange.	240	480	14th February, 1889.
6	2356	The Wahnapitae Mining Company	" Location, F 3, south side of Lake Wahnapitae.	163	326	21st February, 1889.
7	2360	Maria McCutcheon, J. C. Vivian and A. G. Grover	" " 48x, south of the Township of Paipoonge.	80	160	13th March, 1889.
8	2361	Charles R. Gehl	" " R 325, west of the Township of Strange.	80	160	16th March, 1889.
9	2364	James Moiles	The Moiles Mill Location, east end of John Island, Islands and parts of Islands adjacent, Lake Huron.	272	544	1st April, 1889.
10	2369	Herbert N. Nichols	Mining Locations, R 349 and R 350, north-west end of Whitefish Lake.	254	508	12th April, 1889.
11	2372	Richard R. Paulson	" " 52x, 53x, 54x, 55x, 56x, 57x, on Sand River, west of the Township of Strange.	782	1564	16th April, 1889.
12	2373	Richard R. Paulson	" " 36x, 45x, 46x, Little Gull Lake.	496	992	16th April, 1889.
13	2374	Richard R. Paulson	" " 38x, 39x, 40x, 41x, 42x, 43x, 44x, west of the Township of Strange.	1303	2606	16th April, 1889.
14	2375	Richard R. Paulson	" " 34x, 35x, 37x, west of the Township of Strange.	746	1492	16th April, 1889.
15	2376	Richard R. Paulson	" " 47x, 48x, 49x, 50x, south-east of Little Gull Lake.	493	986	16th April, 1889.
16	2377	Richard R. Paulson	" Location, 51x, north-west of Little Gull Lake.	160	320	16th April, 1889.
17	2380	Richard R. Paulson	" R 277, north shore of Arrow Lake.	33	66	29th April, 1889.
18	2381	Richard R. Paulson	" R 346, north-east of Sand Lake.	80	160	27th April, 1889.
19	2385	Albert F. Olmsted.	" 46x, south of the Township of Gillies.	80	160	11th May, 1889.
20	2386	Thomas H. Huthbert	" R 213, north-west of Whitefish Lake.	80	160	27th May, 1889.
21	2387	Richard R. Paulson	" Locations, 58x, 59x, 60x, 61x, 62x, on North Lake, north-west of Arrow Lake.	719	1438	25th May, 1889.
22	2388	Richard R. Paulson	" Location, R 326, north of Arrow Lake.	160	320	27th May, 1889.
23	2389	Richard R. Paulson	" " 85x, north of Arrow Lake.	80	160	27th May, 1889.
24	2390	Richard R. Paulson	" Locations, 78x, 80x, 81x, south-west of Cawcaw Lake,	477	954	27th May, 1889.
25	2391	Richard R. Paulson	north of Arrow Lake.	539	1078	27th May, 1889.
26	2392	Richard R. Paulson	" " 75x, 76x, 77x, 79x, north of Arrow Lake.			

3 (N. L.)	No. of Description	PATENTEE.	Designation of Mining Tract.	Acres.	Amount.	Date of Patent.
27	2393	Richard R. Paulison .....	Mining Locations, 82x, 83x, 84x, on Cawcacaw Lake, north of Arrow Lake.....	507	\$ 1014	27th May, 1889.
28	2394	Richard R. Paulison .....	" 63x, 64x, 65x, 66x, 69x, north-west of Arrow Lake.....	561	1122	27th May, 1889.
29	2395	Richard R. Paulison .....	" 67x, 68x, 70x, 71x, north-west of Arrow Lake.....	477	954	27th May, 1889.
30	2396	Richard R. Paulison .....	" 72x, 73x, 74x, south of Lake Addie, north of Arrow Lake.....	667	1334	27th May, 1889.
31	2400	Charles M. Parkhurst.....	" R 320, R 321, north of Arrow Lake.....	160	320	7th June, 1889.
32	2402	Roderick R. Macfarlane.....	" R 398, on east shore of Black Bay.....	305	610	15th June, 1889.
33	2403	Edward L. Toomey.....	" R 392, south-east of Whitefish Lake.....	80	160	4th July, 1889.
34	2406	The Spanish River Lumber Company.....	" 7P, 8P, on Aird Island, Lake Huron.....	395	790	26th June, 1889.
35	2415	Herbert N. Nichols.....	" R 385, R 386, west of the Township of Strange.....	182	364	10th July, 1889.
36	2417	Marshall T. Getchell.....	" R 278, east of and adjoining the Township of Gillies.....	80	160	10th July, 1889.
37	2441	Andrew G. Ross.....	" R 347, west of the Township of Strange.....	62	124	20th September, 1889.
38	2442	Hugh Drumfield.....	" 201E, south of the Township of Lybster.....	80	160	26th September, 1889.
39	2443	Isaac F. Toms.....	" 9P, south of the Township of May.....	160	320	26th September, 1889.
40	2444	Jas. Symon, W. Montgomery and T. Hall.....	" 98E, in the unsurveyed portion of Conmee.....	80	160	26th September, 1889.
41	2448	Andrew G. Ross.....	" R 353, west of the Township of Strange.....	81	162	10th October, 1889.
42	2449	Isaac F. Toms.....	" W 8, south of the Township of May.....	80	160	17th October, 1889.
43	2451	John Drouillard.....	" 12x, north of Arrow Lake.....	719	1438	11th October, 1889.
44	2452	John Drouillard.....	" 96x, 98x, north of Arrow Lake.....	160	320	11th October, 1889.
45	2453	John Drouillard.....	" 130x, north of Arrow Lake.....	320	640	11th October, 1889.
46	2454	John Thomas Power.....	" 87x, 88x, north-east of North Lake.....	220	440	12th October, 1889.
47	2455	John Thomas Power.....	" 89x, 90x, north-west of Arrow Lake.....	500	1000	12th October, 1889.
48	2456	John Thomas Power.....	" 91x, 92x, north of Arrow Lake.....	638	1276	12th October, 1889.
49	2457	John Thomas Power.....	" 93x, 94x, north of Arrow Lake.....	545	1090	12th October, 1889.
50	2459	R. McConnell and John B. Hall.....	" W 1, W 2, W 3, in Townships 49 and 57 Nipissing.....	364	728	21st October, 1889.
51	2460	William B. McArthur.....	" R 351, west of the Township of Strange.....	85	170	21st October, 1889.
52	2461	Wallie D. Middaugh.....	" R 300, on Arrow Lake.....	61	122	21st October, 1889.
53	2462	Edgar J. Jarvis.....	" W 7, in Township 58, District of Nipissing.....	80	160	21st October, 1889.
54	2470	James Walsh.....	" 10P, in the Township of McKinnon.....	161	322	14th November, 1889.
				15812	\$31624	

GEORGE B. KIRKPATRICK, P.L.S., Chief Clerk in Charge.

AUBREY WHITE, Assistant Commissioner.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.

## APPENDIX No. 22.

## STATEMENT OF PATENTS ISSUED BY THE PATENTS BRANCH DURING THE YEAR 1889.

Crown Lands .....	272
School " .....	76
Mining " .....	139
Public " (late Clergy Reserve).....	34
Free Grant Lands A. A.....	105
"    "    under Act of 1880 .....	234
Rainy River " .....	11
License of occupation .....	1
Total .....	872

AUBREY WHITE,  
Assistant Commissioner.

JOHN M. GRANT,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.



## APPENDIX No. 23.

STATEMENT OF THE NAMES OF CANDIDATES WHO HAVE PASSED THEIR EXAMINATIONS  
BEFORE THE BOARD OF EXAMINERS OF LAND SURVEYORS FOR ONTARIO DURING  
THE YEAR 1889.

## PRELIMINARY CANDIDATES PASSED.

John Drummond Anderson.	Walter Francis O'Hara.
Leander Meyer Bowman.	George Alexander Sharpe.
Thomas Alexander Harvey.	John Watson.
William Charles Perceval Heathcotte.	Murdoch John McLennan.

## FINAL CANDIDATES PASSED AND SWORN IN AS PROVINCIAL LAND SURVEYORS.

David Benjamin Brown	Frederick William Farncomb.
Alfred John Cameron.	George Walter McFarlen, Graduate School of Practical Science.
Recard Watson De Morest.	John Harrison Moore, Graduate School of Practical Science.
Robert Thornton Johnson.	Charles Hugh Wallace, B.A., B.E., T.C.D.
Edward Charles Steele.	
John Absalom Wilde.	

The Board of Examiners of Land Surveyors, for Ontario, meets at the office of the Commissioner of Crown Lands, on the first Monday in each of the months of April and November, in every year, unless such Monday be a holiday (in which case they shall meet on the day next thereafter, not being a holiday). Section 6, Chapter 152, Revised Statutes of Ontario of 1887.

## PRELIMINARY EXAMINATION.

All persons, with the exception of Graduates of the Royal Military College at Kingston, and of the Ontario School of Practical Science, before they can be apprenticed to a Provincial Land Surveyor, must pass a satisfactory examination before the Board of Examiners in the following subjects: Penmanship, Orthography, Fractions, Decimals, Square Root, Logarithms, Algebra (including Equations to the first degree, Euclid (first four books), Plane Trigonometry, the Rules for Spherical Trigonometry, Mensuration of Superficies, the use of Ruling Pen and construction of Plain and Comparative Scales.

## FINAL EXAMINATION.

Final Candidates, before obtaining a License to practice, undergo a strict and searching examination before the Board of Examiners in the following subjects, viz.: Geometry, including the first six books of Euclid (with the exception of the last thirteen propositions of the Fifth Book); Algebra, including Progressions, Plane and Spherical Trigonometry,

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Mensuration of Superficies ; Laying out and dividing up of Land ; Descriptions by metes and bounds for Deeds and other Documents ; the Use and Adjustment of Surveying and Levelling Instruments : the laying out of Curves ; Practical Astronomy, including finding of time, latitude, longitude, Azimuth, Variation of the Compass, and drawing Meridian lines ; the Acts relating to the Survey of Lands in Ontario, the general Mining Act, the Registry Act (so far as it refers to Plans), the Municipal Acts (so far as they relate to Roads, Surveys and Drainage), the Ditches and Water Courses Act ; the Theory and Practice of Levelling ; the Principles of Evidence ; Drawing of Affidavits ; Taking of Field Notes and Preparing Plans ; the Rudiments of Geology and Mineralogy, and the Sufficiency of their Surveying Instruments.

AUBREY WHITE,  
Assistant Commissioner.

GEORGE B. KIRKPATRICK, P.L.S.,  
Chief Clerk in Charge.

DEPARTMENT OF CROWN LANDS,  
TORONTO. December 31st, 1889.

# SURVEYOR'S REPORTS.

(Appendix No. 24.)

DISTRICT OF NIPISSING,

TOWNSHIP OF DACK.

TILBURY CENTRE, ONTARIO,  
February 5th, 1889.

SIR.—I have the honour to submit the following report of the survey made by me of the township of Dack, in the district of Nipissing, in accordance with instructions received from your office bearing date the 31st day of May, 1888.

I started from Toronto on the 11th day of August, *via* the Northern and North-Western Railway, to North Bay, thence by the Canadian Pacific Railway to Mattawa; here I procured men and supplies and started up the Ottawa River and Lake Temiscamingue, by way of the Lake Temiscamingue Colonization Company's steamers and tramways, to Baie des Peres, and I procured a small steamer here to take us up to North Temiscamingue and also up the Blanche River about twenty five miles. We then proceeded up the river and its south branch in an eight-oared boat, to the east boundary of the township of Dack. I then retraced said boundary south, to Provincial Land Surveyor Niven's post, planted in front of the second concession, and commenced the actual survey of the township from this point.

I ran the concession lines and side lines as directed in the instructions; as the weather was very wet and cloudy at nights, I did not get an observation of Polaris until night of the 30th day of August.

There are about one-half of the township *brulé*, which is growing up with underbrush of poplar, tamarac, spruce, balsam, willow and birch, as shown on the timber plan. The principal timber in the green bush is tamarac, spruce, balsam, balm of gilead and birch, with a few white pine, varying in diameter from six inches to two feet.

There is about three-fourths of the township well adapted for agricultural purposes as the greater part of the soil is clay and clay loam of an excellent quality, with a small portion of sandy soil mixed with clay in the swamps and along the flats of a large creek, which enters the township about the centre of concession one, lot number twelve, and runs in a north-easterly direction across lots numbers twelve, eleven, ten, nine, eight and seven, and enters the south branch of the Blanche River in the fourth concession.

The south branch of Blanche River enters the township in lot number twelve in the fourth concession, and flows in an easterly direction crossing the east boundary of the township in the north part of the third concession. There are eleven falls on the river across the township, varying from five to thirty feet, which makes it very inconvenient for canoeing and packing in supplies. There is also a log jam in the river, four or five chains in length, on lot number five, concession number four. The average width of the river is about one and a half chains.

The township would be very easily drained as there are numerous small spring creeks running through it, and also quite a number of water courses which are dry at the present time; all of which have a natural incline toward the river.

There were no minerals of any commercial value met with in the township. The principal kind of rock is gneissoid, which abounds chiefly in the south-east and eastern portions of the township.

Accompanying this report are plans and field notes of the township, which I trust you will find satisfactory.

I have the honour to be, Sir,  
Your obedient servant,

JOS. M. TIERNAN,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 25.)

# DISTRICT OF NIPISSING.

## TOWNSHIP OF NOTMAN.

LEAMINGTON, ONTARIO,  
December 29th, 1888.

SIR.—I have the honour to report that I have, in compliance with instructions dated the 29th day of May, 1888, made a survey of the township of Notman in the district of Nipissing. I proceeded from here by railway to the village of North Bay, situated on the Canadian Pacific Railway, and from thence by wagon along the colonization road northward to the north-east angle of the township of Merrick, from which point I walked the balance of the way along the north boundary of this township to the stake at its north-west angle, which was to be the starting point of my survey. Having there obtained an observation of Polaris, I proceeded and laid out the township of Notman, as directed in my instructions, running the lines for the front of the several concessions due west astronomically, and the side lines between the alternate lots due north astronomically.

The land throughout this township, although generally undulating and stony, may be termed level, as but very few large hills or high elevations were found, and road making will not be difficult.

The soil is of a light sandy nature, and where not interspersed too thickly with stones and rocks is adapted for agricultural purposes.

Rock crops out in only a few places and is generally found along the shores of the lakes in the township and is known as the granite or gneiss rock.

The timber throughout the township is balsam, spruce, tamarac, hemlock, cedar, birch, hard maple and pine. The latter is found scattered over nearly the entire township and is of a good merchantable quality, and can be readily floated during the spring freshets through the creeks and lakes to the railway.

No indications of minerals were found in the township, and the disturbance of the magnetic needle was but slight during the survey.

Indications of the existence of bear, moose deer and beaver were seen in the township, but no animals were seen during the survey.

No fish of large size inhabit the waters of the lakes and creeks throughout the township.

Accompanying you will find field notes and plans, etc., of this survey, which I trust you will find correct and meet with your approval.

I have the honour to be, Sir,  
Your obedient servant,

ALEXANDER BAIRD,  
Provincial Land Surveyor.

The Honourable T. B. PARDEE,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 26.)

## DISTRICT OF NIPISSING.

## TOWNSHIP OF ROBILLARD.

BROCKVILLE, ONTARIO,

January 2nd, 1890.

SIR.—I have the honor to submit the following report of the survey of the township of Robillard in the district of Nipissing, in accordance with instructions from your department, bearing date the 8th day of August, 1889.

I proceeded to Mattawa on 27th August, thence by Lake Temiscamingue Col. Co's steamers and railway to Gordon Creek, where I engaged the steamer "Dora" to take myself and party to the head of Lake Temiscamingue and up the Blanche River as far as navigation would permit at that late season of the year. We succeeded in getting up about twenty-five miles from the head of the lake with the steamer, when recourse was had to our six-oared boat and canoes. After some slight difficulty in the rapids of the south branch of the Blanche River we reached the foot of the "Big Portage," near the east boundary of the township of Duck, on the 2nd day of September. Our six-oared boat was left here. By noon on the 4th day of September we arrived with all our supplies at the east boundary of the township of Robillard and camped on the south side of the river Blanche (south branch).

The work of subdividing the township was commenced by running the different concession lines west from the east boundary, according to instructions. The lines in front of concessions three and five and those between lots four and five and eight and nine were made bases for their respective adjoining lines.

Owing to continued rainy and cloudy weather during the greater portion of the survey I was unable to check my work by astronomical observations as often as I desired, and in consequence, to obviate errors, I started nearly all the lines from the south and west boundaries as well as from the east.

The south branch of the Blanche River, in the form of a long, narrow lake, enters the township at the west boundary in concession number five, flows south-easterly across concessions numbers five, four and three, then back to concession number four, in which concession it leaves the township at the east boundary. It has a width varying from one and a half to thirty chains, and a depth of twenty-five to fifty feet. It has neither rapids or any perceptible current during its passage through the township, and is free from all obstructions. Its waters are dark but clear, and, unlike the main Blanche River, are free from floating mud.

It abounds with fish, doré and pike being the most plentiful. The shores are densely wooded to the water's edge.

There are two other lakes in the township, both of which are of small area. They lie in concessions numbers one and two. Their waters flow to the Blanche River.

The whole township is well watered by numerous creeks, as will be seen by reference to the plan. The water from most of these flows directly to the Blanche River.

That portion of the township to the north of the river consists of level and undulating country, with good clay soil throughout. The level portions are generally swampy. There are no hills of greater elevation than fifty feet. That portion to the south of the river is more broken and rocky, especially in the south-westerly part of the township, with rocky hills along the south shore of the river one hundred and fifty to two hundred feet high.

The timber consists chiefly of spruce, balsam, tamarac, cedar, birch, poplar and pitch pine, with some merchantable white pine in the south portions and along the Blanche River.

There is also a large tract of *brûlé* extending across the whole northern portion of the township.

Moose are very plentiful, as also are beaver and otter.

I consider at least seventy-five per cent. of the township, as far as soil is concerned, to be adapted to agricultural purposes.

No economic minerals were met with.

The average magnetic declination was  $7^{\circ} 20'$  west, although the needle was subject to fluctuations varying from  $4^{\circ}$  west to  $11^{\circ}$  west.

Accompanying this report will be found field notes, plans, accounts, etc.

I have the honour to be, Sir,  
Your obedient servant,

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

B. J. SAUNDERS,  
Provincial Land Surveyor.

(Appendix No. 27.)

# DISTRICT OF NIPISSING.

## TOWNSHIP OF OSBORNE.

INGERSOLL, ONTARIO,  
November 13th, 1889.

SIR.—I have the honour to report that I have completed the sub-division survey of the township of Osborne, according to your instructions dated the 31st day of May, 1889.

I secured men and provisions, etc., at North Bay and proceeded to my township from North Bay *via* the North Bay and Temiscamingue road.

The greater part of the township is flat or very gently undulating, the only hills of any consequence being in the south-east corner. The soil is sandy and rather rocky but in some places is well adapted for agricultural purposes.

There are several small lakes in the south and east. The largest, about two and a half miles long, is called Jocko Lake, and is the source of the Jocko River or Creek. This creek flows in a north-easterly direction, and is about two chains wide as it leaves the lake but gradually becomes narrower and swifter until it crosses to the eastern boundary of the township; there it is not more than seventy or seventy-five links wide.

There are two other creeks of some importance, one flowing from the north-west corner and entering the Jocko River near the north end of the lake. The other flows south-easterly from a lake on the north boundary, about a mile and a half from the north-east angle, and entering the Jocko River near the east boundary of the township.

There is a belt of green timber all along the westerly side of the township, but the rest of the township, except the south-east corner, has been burned some years ago and is now covered with small poplar and cherry. The green woods are chiefly birch, balsam, tamarac and spruce, with a few scattered pines.

In the north-west corner is a very long tamarac and spruce swamp, but the timber is not large. The Government road to Lake Temiscamingue crosses the township in a northwesterly direction, entering near the south-east corner, and makes the township easily reached by settlers. There is one settler where the road crosses the Jocko River, but his clearance is quite small.

The mile posts planted on my south boundary correspond with those planted for the north boundary of the township of Stewart, so no jogs occur. The township of Hammell, to the west of me, was not surveyed when I finished my work, so I am unable to give the jogs that the posts planted for that township might make with the concession posts on my west boundary. I saw no valuable mineral.

The general magnetic variation is  $7^{\circ}, 22'$  west.

I have the honour to be, Sir,  
Your obedient servant,

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

W. R. BURKE,  
Provincial Land Surveyor.

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(Appendix No. 28.)

DISTRICT OF NIPISSING.

TOWNSHIP OF SAVARD.

ELORA, ONTARIO,

November 11th, 1889.

SIR.—I have the honour herewith to submit to you the following report on the township of Savard in the district of Nipissing, surveyed by me this season in conformity with your instructions.

Proceeding from Mattawa, where I procured supplies, by steamer and railway to the head of Lake Temiscamingue, I there procured a small steamer by which I was enabled (the water being high) to go about thirty miles up the Blanche River; or about three miles above the junction of the west branch with the main river. Thence, by canoes and portages, I reached a point on the north boundary of the township of Chamberlain, four miles east of the north-east corner of the township of Savard.

I found it tedious work getting supplies moved from this point and distributed through the township.

The concession lines I ran west from the posts planted by Provincial Land Surveyor Niven, and the side lines as instructed.

The township is almost entirely drained by Blanche Creek (a branch of Blanche River) and its tributaries. This creek enters in lot number five, concession number one, running due almost north to the line between concessions numbers two and three; thence in an easterly direction, crosses the east boundary, and enters the township of Chamberlain in the third concession. It is about forty links in width, with an average depth of about four feet and without any falls or rapids.

The greater portion of concessions numbers one, two and three are timbered with large balsam, spruce, tamarac, poplar, and balm of Gilead. Some of the two last are exceedingly large, running sixty feet without limbs. The spruce and tamarac are also of good size, being from eighteen inches to two feet in diameter.

The balance of the township now consists of *brûlé*, grown up with poplar and birch on the high lands and tamarac and spruce on the low lands. A heavy growth of alder underbrush covers almost the entire surface.

Except concession number six and a portion of concession number five, this township is well adapted for agricultural purposes, the soil being clay or clay loam; in fact, I should say eighty-five per cent. would be good agricultural land.

Judging from crops at the head of Lake Temiscamingue this portion of the district of Nipissing should present a good field for settlers. At that place I saw wheat nearly five feet high ripening nicely. Potatoes also were a fine crop, in fact as good specimens were seen there as I have seen in any part of Ontario.

I have the honour to be, Sir,  
Your obedient servant,

J. K. McLEAN,  
Provincial Land Surveyor.

Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 29.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HENWOOD.

EGANVILLE, ONTARIO,

November 11th, 1889.

SIR.—In accordance with instructions, dated the 11th day of June, 1889, to sub-divide the township of Henwood, in the district of Nipissing, into farm lots of three hundred and twenty acres each, I beg to report having done the same in strict conformity with said instructions, and herewith hand in plans and field notes, trusting the same will meet with your approval.

My route to the work was *via* Lake Temiscamingue by steamer, up Wahbee Creek with canoes, to the line between concessions numbers one and two, township of Kerns; thence by portage westerly, along said concession line, six miles, to the east boundary of the township of Henwood.

Although the southern portion of the township of Henwood is somewhat stony and broken by rocky ridges, running in a northerly and southerly direction, I consider fully seventy five per cent. (75 per cent.) of the township good arable land and capable of sustaining a large population, the soil being mostly clay loam of excellent quality. Some of the pitch pine lands and a few of the swamps are sandy, but the area of the sand is small in comparison to the whole.

The timber is principally spruce, tamarac, white birch, whitewood and pine. The rocky ridges in the south are covered with a dense growth of scrubby pitch pine of no commercial value, while scattered white, red and pitch pine of good quality are to be found on the eastern, central and northern portions of the township.

Considering the good facilities for getting timber to market, the creeks being well adapted for driving saw-logs, the township of Henwood will eventually form the centre of a limit of considerable value.

The rock formation is that usually found in that district.

Game was abundant, especially bear, moose and cariboo.

Unlimited water of good quality can be found almost anywhere throughout the township.

All doubts as to climate of that portion of Ontario were dispelled by a visit to Mr. C. C. Farr's garden, Lake Temiscamingue, south shore, on my way down. The garden contained everything that a well ordered garden in a civilized country should. I found in it as good vegetables as ever I saw, except at fairs. Mr. Farr told me he had no trouble in ripening melons, tomatoes, celery, in fact, everything usually grown in a garden in northern Ontario. He has a small orchard planted which also appears to be doing well.

The more one sees of the Lake Temiscamingue country the more its advantages become apparent, and I do not think it takes much of a prophet to predict a bright and prosperous future for it.

I have the honour to be, Sir,

Your obedient servant,

FRANK PURVIS,

Provincial Land Surveyor.

Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.



(Appendix No. 30.)

DISTRICT OF NIPISSING.

TOWNSHIP OF HAMMELL.

DURLIN, ONTARIO,

December 19th, 1889.

SIR.—I have the honour to submit the following report on the township of Hammell, surveyed by me in conformity with your instructions dated the 12th day of September, 1889.

I proceeded by rail to North Bay, thence by the Government road through the township of Widdifield, and so on to the south boundary of the township of Osborne by wagons. Thence west along this boundary, carrying my supplies five and one-half miles, to the south-east angle of the township of Hammell, the west boundary of the township of Osborne having been recently surveyed.

I commenced my survey at the south-east angle of the township, as directed by the instructions, brushing out and measuring along the northern boundary of the township of Notman as the front of my first concession, and making the lots forty chains in width, to the line between lots numbers four and five. Here an observation of Polaris was obtained on the night of the 29th September, and the line between these lots runs north astronomically to the north boundary of the township, making this a base line.

The survey was then carried on to completion, the concession lines being run east and west and the side lines north and south astronomically, and the lots laid out forty chains in width by eighty chains in depth.

The north boundary was run west astronomically from the post at the north-west angle of the township of Osborne, and the west boundary north astronomically from the post at the north-west angle of the township of Notman.

Observations were taken as the work progressed the details of which will be found in the field notes.

This township contains about fifty per cent. of farming land, the soil of which is a sandy loam. In some places it is comparatively free from stone and in others very stony, while the granite frequently comes to the surface. Although a number of quartz veins were seen no traces of minerals were observed.

The township is comparatively level, lying as it does on the water shed between the Sturgeon and Ottawa Rivers, the north-west portion of the township draining into the latter and the remainder of the township into the former. Spruce Lake is the head waters of the Tomoko River, a branch of the Sturgeon River.

The lakes in this township are numerous, as will be seen by the plan. They are fine sheets of water containing the usual kinds of fish, and the one on the south boundary (Ka-o-tis-nim-i-go-wang) containing salmon trout.

The timber is of mixed variety. There is considerable white pine around most of the lakes and scattered more or less over the township, the largest and best being through the south-east portion of the township.

The streams connecting the lakes are of fair size and fit for driving purposes.

There are blocks of maple and birch almost exclusively, and flats of spruce, tamarac and cedar. The usual fur-bearing animals are comparatively plentiful, and the township is overrun with moose deer, their trails being crossed in all directions.

Accompanying this report are field notes, plan of survey, timber plan and account.

I have the honour to be, Sir,  
Your obedient servant,

J. J. McKENNA,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 31.)

DISTRICT OF NIPISSING.

TOWNSHIP OF NIVEN.

PETERBORO', ONTARIO,

December 20th, 1889.

SIR.—I have the honour to submit herewith the field notes and plan of survey of the township of Niven, in the district of Nipissing, performed under your instructions dated the 31st day of May 1889.

As might be expected the township in its chief features is very similar to the townships already surveyed in this vicinity, viz.: more or less rocky, broken and undulating, with patches of soil and swampy land interspersed.

With the exception of some four thousand acres (4,000 acres) in the south-west corner, the township was some twenty years ago overrun by fire which spread through a large portion of this country.

A growth of white birch, poplar and other kinds of wood grew up in the burnt places, which, in turn, also became a prey to fire in the summer of 1888. So that now nothing remains of the former woods save the debris of dead and charred pine, fallen and standing, above the burnt growth of young wood.

During the past forty years, with, I understood, little intermission, lumbering operations have been carried on in the north part of the township, under various managements, but this season I hear will be the last.

All that part of the township lying north of concession line number eight and nine is very broken and rocky.

On the north-east shore of White Partridge Lake may be found about five hundred acres of sandy land scattered over a larger area. At the outlet of the lake about sixty acres have been used for cropping and pasturage by the owners of the limits.

There is a good dwelling house, at present occupied, and five or six outbuildings on the farm.

In past years hay, oats, and root crops have been grown for supplying the shanties. This year a very fine crop of potatoes was grown on a few acres, the remainder of the farm being used for pasturage of horses and cattle.

White Partridge Creek flows out here, first in a north-easterly direction, then a little west of north, into the Petawawa River, crossing the north boundary in lot number twenty-six. It has been used for the passage of logs, and it is still used for the carriage of those taken out south of the lake.

The south west corner of the township, referred to, is covered chiefly with a rather dense growth of white and red pine which has been but partially cut out. It will average about sixteen inches in diameter but is not to be considered of the best quality.

This timber will be driven by the Bonnechere River which takes its rise in the adjacent vicinity. The river after meandering easterly through the southern concessions flows out of the township finally, crossing the south boundary at the line between lots numbers eleven and twelve.

The stream varies in width from thirty links to one chain, and in depth from one to five feet, about two feet over the greater part in ordinary seasons. There are several short rapids and light falls on its way through the township but tolerably long stretches of even flow are not infrequent. It is being largely improved this season by the limit holders, Messrs. McLaughlin Bros.

That part of the township east of side line, between lots numbers twenty-five and twenty-six, and south of concession line numbers eight and nine, contains some very fair land, though somewhat stony in places. It is of a rolling character and at points broken

by rounded hills of sand, clay and gravel, upon which is springing up a thrifty growth of young pine, white and red, which if protected must in time grow into timber. There are also comparatively level tracts of the same class of soil, etc.

There is one settler, William McIntyre, who has a clearance of about ten acres on lot number eleven in concession number one, and it is said that a fine tract of country, covered mostly with hardwood, lies south-westerly from his place.

Owing to the burnt condition of the township game of every kind is scarce. As will be seen White Partridge Lake is the only important lake, and, although I have had no fish from it, it is said that white fish and salmon trout are taken.

In the various small lakes and streams scattered over the township speckled trout and small fish are found, but not to any extent.

About forty per centum of that part of the township south of concession line numbers eight and nine, or a little more than half of the township, may be considered as fairly fit for the growth of hay, oats and root crops, and of the remainder of the township the average would not exceed fifteen per centum of the area.

An old lumber road from Eganville enters the township on lot number eleven, concession number one, and continues on to Perley's farm on White Portage Lake, previously described, thence in a north-easterly direction to Lake Traverse and Bissett's Station on the Canadian Pacific Railway.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) J. W. FITZGERALD,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 32.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF BEAUCHAMP.

TORONTO, ONTARIO,

December 23rd, 1889.

SIR.—I have the honour to submit the following report of the survey of the township of Beauchamp, north of Lake Temiscamingue, in the district of Nipissing, under instructions from your department dated the 11th day of June, 1889.

The township of Beauchamp is situate on a plateau between the south branch of the White or Blanche River and the Kappa-qua-big-a-gin Creek, which flows into the south branch of the White River a mile or two from the north-east angle of the township. The south-east part of the township is considerably broken by the creek aforesaid and by the small streams running into it. The timber in this part being principally balsam, birch, spruce, tamarac and cedar, with a few pine on lots numbers one and two, concessions numbers two and three. The soil for the most part clay, and sandy and stony where pine occurs.

There is a small tract of burned country in the north-east portion where the soil is very rocky. The south-westerly portion of the township is occupied by a large pitch pine flat with very little underbrush, the soil being mostly white sand.

There are several blocks in the central portion almost devoid of water, the land lying high and dry between the two watersheds to the north-west and south-east. A few small ponds are met with but no lakes of any magnitude.



Along the west boundary, and extending from a mile to two miles to the east, is a strip of very good pine land. The surface of the country in some parts of this district being very hilly, the soil almost pure sand and very stony in places.

I send herewith the plans and field notes of the township, complete.

I have the honour to be, Sir,  
Your obedient servant,

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

H. B. PROUDFOOT,  
Provincial Land Surveyor.

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(Appendix No. 33.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF MARQUIS.

OTTAWA, ONTARIO,  
November 27th, 1889.

SIR.—I have the honour to submit the following report of the survey of the township of Marquis in the district of Nipissing, according to instructions from your department dated June 11th, 1889, also the plans, field notes, and account of the same which I transmit herewith.

I proceeded from here by Canadian Pacific Railway to Mattawa, thence by line of steamers to the head of Lake Temiscamingue, and thence by canoe up the Blanche River, to the eastern outline of the township of Marquis, from which outline I commenced the subdivision of the township; which is on the whole a very fair one, containing about forty-five per cent. of excellent farming land, of the remainder about one-half is of a poorer quality and the other half is unfit for cultivation.

The country is generally undulating, some parts hilly and rocky while other parts are comparatively level. A fine tract of land extends along the Blanche River and Crooked Creek, throughout concession five and across the western halves of concessions four and three.

The Blanche River, a stream with an average width of about a chain and one-half, with a good strong current, crosses the north-east corner of the township, emptying out of Round Lake, the southern portion of which is situated in this township. Crooked Creek winds a circuitous course through the township and has an average width of about seventy-five links, with a slow current, and empties into the Blanche River on lot number four in the fifth concession. There is a fine water-power on the latter stream, on lot one in the fifth concession; also two on Crooked Creek, one on lot five, concession five, and another on lot ten, concession three.

The only lakes in the township are Round Lake, in the north-east corner of the township, before referred to, and a small one on the southern outline, on lots numbers one and two.

The land is principally a clay soil, with a heavy growth of large poplar, spruce, tamarac, birch and balsam. A few scattered white pine and cedar are met with in the vicinity of the Blanche River, but not in sufficient quantity to be of any value except to settlers. The poplar is the largest I have ever seen.

A brûlé extends across the southern part of the township north-westerly, and a small patch on the north-west corner, as shown on the plans. These brûlés are grown up with small pitch pines principally.



The geological formation is chiefly Huronian, but the gneissoid rocks are visible in many places. Some quartz veins were met with, but I found no traces of minerals.

Large game such as moose and bear were apparently very plentiful, but there was a general absence of small game, excepting partridge which were very numerous.

The weather was so very wet and unfavourable that I did not obtain as many astronomical observations as I desired.

All of which is respectfully submitted.

I have the honour to be, Sir,  
Your obedient servant,

E. J. RAINBOTH,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 34.)

# DISTRICT OF NIPISSING.

## TOWNSHIP OF BRYCE.

ST. THOMAS, ONTARIO.

October 29th, 1889.

SIR,—I have the honour to report that in obedience to your instructions, dated June 11th, 1889. I have made a survey of the township of Bryce, in the district of Nipissing, into farm lots of three hundred and twenty acres each, and beg leave to submit the following report together with the plan and field notes of the same.

I left this city on the 2nd day of August, and proceeded to the work by way of North Bay to Mattawa by rail, thence by boat up the Ottawa River and through Lake Temiscamingue to its head. Having learned that there was no navigable stream leading from this point to the southern part of the township, I concluded to follow the Blanche River which I did by canoes to its forks. I then followed the south branch of said river westerly encountering great difficulties in navigating it on account of numerous long rapids and falls to about two miles west of the east limit of the township of Robillard, here I made a portage of about one mile south and entered a lake leading south to nearly the north limit of the township of Bryce, about one and one-half miles west from the east boundary, here I stored part of my provisions and proceeded to the south-east angle of the township, being the point where you directed me to commence my survey. This I reached on the morning of the 14th day of August.

From this point I measured north along the east boundary of the township. Seventy-nine chains and sixty-two links to the post in your instructions described, planted to mark the front of the second concession. At this point I took an observation of the sun for latitude, azimuth, etc., the calculation for which you will find accompanying the field notes, and on that evening I observed Polaris at its greatest western elongation, and ran the front of the second concession west, astronomically as directed by you.

All the concession lines in the township I ran west astronomically, making the lots forty chains wide by eighty chains long, excepting those in the first concession which on account of the east end of said concession being only seventy-nine chains and sixty-two links, and the west end eighty chains, the lots are proportionally less than eighty chains in depth.

The south parts of lots numbers 7, 8, 9, 10, 11 and 12, in the first concession; the northerly part of lots numbers 3, 4, 5, 6, 7, 8 and 9, in the fourth concession; lots numbers 1, 2, 3, 4, 5, 6, and the south part of lots number 7, 8 and 9, in the fifth concession; and lots numbers 1, 2, 3, 4 and 5, in the sixth concession are a good clay loam of average depth and fertility.

Some scattered surface stones were met with but not in such quantities as to interfere materially with the process of cultivation.

Lots numbers 1 to 6 inclusive, in the first concession, and the southerly part of lots numbers 1 to 6 inclusive, in the second concession are a level sandy loam, very shallow, underlaid by rock.

The remainder of the township is rocky. About thirty per cent. of the area of the township is fit for cultivation, while a considerable percentage of the remainder would answer for grazing purposes.

The whole of the township has been at different times burnt over and is now covered with scrub pine, poplar, birch, balsam and tamarac, with a few small cedar swamps. Lots numbers 9 to 12 both inclusive, in the second and third concessions have been burnt within the last few years.

There is some white pine standing throughout the township but not of much commercial value.

The surface is generally undulating, the rocky parts being very broken.

A spring creek averaging about thirty links in width runs diagonally, flowing northerly from lot number 10 in the second concession and crosses the north boundary at lot number four. This creek has several tributaries.

There are six small lakes in the township varying in area from about seven to fifty-three acres, in this way the township is fairly well watered.

I found no settlers in the township.

The variation of the needle was from  $7^{\circ} 30'$  to  $8^{\circ} 30'$  west.

Game is plentiful and the lakes abound with fish of various kinds.

The geological formation is granite, but no indications of economic minerals were met with.

All of which is respectfully submitted.

I have the honour to be, Sir,  
Your obedient servant,

(Signed) A. W. CAMPBELL,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 35.)

## DISTRICT OF NIPISSING.

### TOWNSHIP OF PACAUD.

ESSEX CENTRE, ONTARIO.

December 2nd, 1889.

SIR,—Agreeable to your instructions, bearing date the 11th day of June, 1889, I have completed the sub-division survey of the township of Pacaud, in the district of Nipissing, and have the honour to report thereon.

Leaving Essex on the 2nd day of August, we proceeded by rail *via* the Canadian Pacific Railway to Mattawa, thence by steamer up the Ottawa River to the head of Lake Temiscamingue, where taking to canoes we proceeded up the Blanche River to the township.

From an observation of the Pole star we established a Meridian at the south-west angle of lot number two in the first concession. From here we proceeded with the survey, running such lines and planting such posts as directed in the instructions. The work was verified by repeated observations as we proceeded.

The township is finely watered by the Blanche River and its numerous tributaries. The river enters the township from the west, in the fifth concession, and flows south-easterly crossing the south boundary in lot number two.

The greater portion of the township is admirably adapted for agricultural purposes. The south-west part embracing seventy-five per cent. of the township is comparatively level and is well adapted for cultivation.

The soil is chiefly clay. The north-east part is more broken and rocky. The grand facilities offered must lead to its early settlement. But so far no settlers have invaded the township.

The country has been burned over, I should judge about twenty years ago and all the valuable timber has been destroyed. The undergrowth is of balsams, spruce, pitch pine, tamarac, birch and poplar, and is very dense rendering the work of opening the lines one of great difficulty.

No minerals of any commercial importance were encountered. The general character of the rock is gneiss.

The rivers and streams contain many fish of different varieties.

The variation of the magnetic needle is very regular, being  $8^{\circ} 15'$  west.

Herewith are plans, field notes, etc.

Respectfully submitting the above,

I have the honor to be, Sir,  
Your obedient servant,

JAMES L. LAIRD,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 36).

## DISTRICT OF NIPISSING.

### OUTLINES OF TOWNSHIPS.

HALIBURTON, ONTARIO,  
December 10th, 1889.

SIR, - I have the honour to submit the following report on the survey of outlines of townships at the head of Lake Temiscamingue in the district of Nipissing, surveyed under your instructions of date the 17th day of May, 1889.

I proceeded to the townships shortly after the date of the instructions and went in by the south branch of Blanche River, commenced the survey at the south-east angle of township number twenty-five, and completed the same at the south-east angle of township number twenty-four, returning to Temiscamingue Lake by the main Blanche.

The boundaries were run east and west and north and south astronomically in the following order:

- South boundary of township number twenty-five.
- Boundary between townships numbers twenty-five and twenty-eight.
- Boundary between townships numbers twenty-five and twenty-six.
- Boundary between townships numbers twenty-six and twenty-nine.
- Boundary between townships numbers twenty-eight and twenty-nine.
- West boundary of township number twenty-eight.
- South boundary of township number twenty-eight.
- West boundary of township number twenty-nine.
- Boundary between townships numbers thirty and thirty-one.
- Boundary between townships numbers twenty-nine and thirty.



Boundary between townships numbers twenty-seven and thirty.  
 Boundary between townships numbers twenty-six and twenty-seven.  
 Boundary between townships numbers twenty-four and twenty-seven.  
 North boundary of township number twenty-seven.  
 North boundary of township number thirty.  
 North boundary of township number thirty-one.  
 West boundary of township number thirty-one.  
 South boundary of township number thirty-one.  
 North boundary of township number twenty-four.  
 East boundary of township number twenty-four.

The details of the survey will be found in the field notes and on the plan.

As will be seen by the plan, the greater part of the townships outlined has been burnt—most of it about twenty years ago, and in places more recently. The whole area is now growing up with poplar, birch, cherry, pitch pine, etc.

The townships outlined probably contain about sixty-five per cent. of good land. The most clay land is to be found in townships numbers twenty-five and twenty-eight. The soil of the other townships is generally a sandy loam but will be easily worked and if properly farmed grow good crops.

A few white pines are to be found along the northern boundaries of townships numbers twenty-four and twenty-seven and in places north of these townships, whilst to the south-west of township number thirty-one there is a large block of heavily timbered land, a fair proportion of which is white pine.

There is considerable poplar of large growth along the Blanche River, in township number twenty-four.

The townships are very well watered by small lakes and streams.

The largest lake met with in the survey is on north boundary of township number twenty-seven forming with the Blanche River, a long stretch of navigable water.

The lakes abound with fish, Partridge, moose and beaver are quite common. The beaver has hitherto held undisputed sway in the small lakes and streams, of this, so to speak far away country, and although even yet he occasionally asserts his authority by flooding portions of the country, his days are numbered, a few years more and the trapper will have all but exterminated this valuable fur bearing animal.

The geological formations met with are the Huronian and the Laurentian. I saw no trace of minerals.

The Blanche River and its south branch are still good sized streams, where last crossed on the northern boundary of the survey.

I am inclined to think that with the exception of a couple of townships to the west of number seventeen, the good land in the valley of the Blanche has been nearly all outlined. There can be seen however from the northern boundary of township number thirty-one, a level reach of country extending to the north and north-west, a distance of twenty miles or more, which probably contains about the same percentage of good land as that outlined during the present year.

I have included in the present survey all that is worth outlining to the south and west.

The facilities for settlement of this large block of farming land are the same as in 1886, and no settlement is likely to take place until a railway is put through to the head of Lake Temiscamingue.

Accompanying this report are plan and field notes of survey, with account.

I have the honour to be, Sir,  
 Your obedient servant,

(Signed)

A. NIVEN,  
 Provincial Land Surveyor

The Honorable A. S. HARDY,  
 Commissioner of Crown Lands,  
 Toronto.



(Appendix No. 37.)

DISTRICT OF ALGOMA.

TOWNSHIP OF CRAIG.

WINDSOR, ONTARIO,  
October 25th, 1889.

SIR,—I have the honour to report that in compliance with instructions received from your Department, dated the 29th day of May, 1889, I have made a survey of the township of Craig, in the district of Algoma.

Access was gained to said township by rail to Pogamasing station, on the Canadian Pacific Railway, thence by canoes down the Spanish river to the south-east angle of said township.

I commenced by chaining (with a Chesterman Steel band) the west boundary of the township of Moncrieff, planting posts at regular intervals of eighty chains; then ran my concession lines due west, planting posts as per instructions.

This township is well watered by the Spanish river and numerous small lakes, but it is extremely hilly and rocky.

The soil consists of a coarse sand poorly adapted for growing grass or grain of any kind.

There is a small area of green timber in the south concession west of Spanish river, on lots numbers four, five, six, seven and eight, timbered with balsam, spruce, birch, and a few excellent white pine.

There is also some good pine adjoining Spanish river, to the west for about one mile, but fire has recently run through this portion, and it is now being lumbered.

The remaining portion of the township has no timber of any value, fire having run over the whole of it, and over portions of it very recently, leaving no timber of any description. Along the west boundary there is a thick growth of small birch poplar, etc.

The rock is generally granite or gneiss with small veins of quartz.

Outside of patented mining locations E and F, I found no minerals of commercial value. The magnetic variation was quite uncertain, the variation shewn on plan being a mean.

The survey of river and lakes, were made with a micrometer and compass.

Accompanying this report, you will find field notes, plans, etc.

All of which is respectfully submitted.

I have the honour to be, Sir,  
Your obedient servant,

JOSEPH DEGURSE,  
Provincial Land Surveyor.

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

(Appendix No. 38).

DISTRICT OF THUNDER BAY.

TOWNSHIP OF SCOBLE.

PORT ARTHUR, ONTARIO,  
December 21st, 1889.

SIR,—I have the honour to report that in accordance with your instructions, I commenced the survey of Scoble in the district of Thunder Bay, on the 3rd day of October, 1889, taking two simultaneous observations of Polaris, one at the south-east angle of the township of Gillies, and the other a mile further north on the eastern boundary of that

township. I then ran the southern boundary of the township of Scoble, and also the line between the first and second concessions, until I struck the western boundary of the township of Blake, posting the lots on my return, leaving the overplus in lot number twelve. I then ran the side line between lots numbers six and seven, until I struck Oliver Lake, starting the third and fourth concessions east and west from it. This I was obliged to do, as the western boundary of the township of Blake was found to be somewhat irregular and almost obliterated by fire. From the line between concessions numbers two and three I ran the side line between lots numbers ten and eleven, two miles north, starting the fourth and fifth concession east and west from it. The fifth concession line was sighted over mining location R 261, and continued east to the township of Blake. The sixth concession line was started from the side line between lots numbers eight and nine, which was produced north from the line between concessions number four and five to mining location R 221. Observations were taken on each concession line with the exception of the line between concessions numbers five and six where the distance run is comparatively short. Great care has been taken in collecting as much information as could be got of the dimensions of the mining locations contained within the township so as to make the plot as accurate as possible. The lakes were all carefully traversed by triangulation and all the bearings given in the field notes are astronomical. The magnetic variation of the compass was found to be somewhat irregular in the lower parts of the township, but it is more reliable in the northern part of the township. The township is to a very large extent burnt over, there are, however, a few small clumps of pine, mostly Norway, which owing to the close proximity of the mines, and the new railway, will be of value. There are also some clumps of spruce, tamarack, and cedar, which will be useful for tie and pile timber, which is becoming very scarce. The northern part of the township is mostly covered with a thick growth of poplar and birch and some spruce, which is very suitable for cord-wood for the mines or for the manufacture of paper.

The soil is uniformly good and rich, being well suited for agricultural purposes. It is well sheltered from the cold winds that blow from Lake Superior by a high range of hills on the south, which extends from Mount McKay at Fort William westward. Concessions numbers one to four inclusive, appear to be equally as desirable for farming purposes as south Paipoonge and having been well burnt over will require but little clearing and in some cases none at all. As the means of access to this township were somewhat difficult, I had a waggon road cut out from the township of Paipoonge to Pictured Lake, over which I had my supplies hauled. The geological formation, specimens of which accompany this report, is composed of the black silver bearing slates mostly, heavily covered with trap, which renders prospecting for silver somewhat difficult, but such veins as may be found in this township, and particularly in concessions numbers five and six, are likely to amply repay the trouble in searching for them.

I have the honour to be, Sir,  
Yeur obedient servant,

HENRY DE Q. SEWELL,  
Provincial Land Surveyor

The Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Toronto.

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(Appendix No. 39.)

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REPORT  
OF  
THE SUPERINTENDENT  
OF  
COLONIZATION ROADS.

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To the Honourable A. S. HARDY,  
Commissioner of Crown Lands,  
Ontario.

SIR,—I have the honour to lay before you the annual report of work done under the management of the Colonization Roads' branch of the Crown Lands Department for the year 1889.

There have been one hundred and thirty-eight miles of road constructed and four hundred and four miles repaired. Eighteen bridges were erected and seventeen repaired.

The works are the following :—

NORTH DIVISION.

BATCHEWANING ROAD.

About three miles of the worst portions in the Goulais Bay settlement were repaired and made fairly passable.

COCKBURN ISLAND ROADS.

Repairs made over three and a half miles, being through concessions eight to twelve, and generally between lots 11 and 12, and lots 15 and 16.

COFFIN ADDITIONAL ROAD.

The road was constructed northward two miles between lots 2 and 3, and through concessions 3 and 4, and with an unexpended balance from this and the Coffin 3rd Con. Road, the bridge at the west end of Ottetail Lake, which was in a dangerous state, was reconstructed at a cost of about one hundred and forty dollars.



### COFFIN 3RD CON. ROAD.

A little over one mile built, costing approximately \$300, and includes a bridge erected over McLeod's creek on lot number ten. About \$100 was spent between lots 10 and 11 from the main road northward to let a number of settlers out, which they could not manage for want of bridges, and the opening of a swamp three-quarters of a mile in length.

### COYNE'S ROAD.

Continued from last year's operations north to the fourth and fifth concession line of Galbraith, and thence eastward across lots four and five. The country was so rough and broken that only a mile and a quarter could be built for the grant, but the settlement which the road is designed to serve has been now reached.

### DAYTON STATION ROAD.

A road from Dayton Station on the Algoma Branch of the Canadian Pacific Railway, and constructed from about the centre of lot 3, concession 4, of Bright additional north half a mile, and thence north-westerly to the corners of lots 3 and 4, concession 5—a mile and a half of new road. Repairs of a mile were made upon the existing road northward to Day township boundary which meets the Thessalon and Bright road, thus giving a fair highway to the railway.

### DEAN'S LAKE STATION ROAD.

This road was built from the railway, between sections 20 and 21 of the township of Thompson, northward between these and sections 16 and 17, as also of 8 and 9 to the Mississaga River, and thence north westward along the margin of said river, intersecting with the Thessalon and Bright Road at Bateman's, or Thompson P. O.

Of the length built—two and a half miles—the first mile and a half is very thoroughly made, the balance being only fairly passable.

### GALBRAITH ROAD.

A mile and a half of new road built from the Coffin Road, north between lots 2 and 3 of Coffin, nearly half a mile, and thence east about one mile to Thessalon River, and boundary of Galbraith.

A new bridge, ninety feet long, was also built over the river, having a span of seventy feet.

### GOULAIS RIVER BRIDGE.

Eighty-five dollars spent in removing a jam which endangered the structure.

### MANITOULIN ISLAND ROADS.

The expenditure on the island was distributed over ten roads in repairing or construction, the result being seven and a half miles of repairs, and twelve and a quarter miles of new work. The roads were BIDWELL BRANCH ROAD, upon which the sum of about \$220 was expended in ditching a mile and a quarter in the township of Bidwell; the CAMPBELL AND CARNARVON ROAD, or construction of a mile and a quarter on the town line, between the townships indicated, through concessions 7 and 8, involving heavy ditching and crosswaying through a bad swamp, and costing altogether a little less than \$500.

The CLOVER VALLEY ROAD was ditched and graded half a mile, opposite lots 31 and 32, of the sixth concession of the township of Assignack, for about \$130.

LAKE WOLSELEY ROAD, the main and only Government road through the townships of Mills, Burpee, Robinson and Dawson, was extended eight miles and a half, beginning at lot 44, between the eleventh and twelfth concessions of Robinson; thence angling through lot 45, and lots one to seven inclusive, of the seventh concession of Dawson,



passing to the south of Hog Lake, and again to the road allowance between concessions 7 and 8; thence westward on the last named road allowance to lot 16; thence north twenty chains; thence west through lots 16 to 20 inclusive, in concession 8; thence north-westerly through concessions 9, 10, 11, and to the west side of Meldrum Bay, between the eleventh and twelfth concessions. The cost of this, with half a mile of repairs of the same road in the township of Burpee, was about \$980.

On the MANITOWANING AND MICHAEL'S BAY ROAD two sections were repaired, one being from Manitowaning Town Plot southward a mile and a half, and the second portion half a mile near the townline between Assignack and Tehkummah, known as Terry's Hill, the outlay being \$490.

MANITOWANING AND GREEN BAY ROAD was repaired and graded over a mile and three-quarters of its length at a cost of some \$220.

A road called NORTH OF SCOTLAND ROAD was produced half a mile between concessions 14 and 15 of Allan township, across lots 26 and 27 for \$115 or thereabout, and on the SANDFORD AND CARNARVON ROAD a little over \$100 was spent in cutting down a very steep hill, reducing its height nine feet, and raising the flat below it with the excavated material. In connection with the last named road \$50 were allowed to assist in the renewal of a crossway on the fourth concession line of Sandfield, a condition being that the settlers would do an equal amount of work. This was fulfilled, resulting in one hundred rods of ditching and grading in lieu of the crossway, making a more permanent road.

About a mile of ditching, blasting and other necessary improvements were done on the SHEGUANDAH AND LITTLE CURRENT ROAD between the points which the name of the road indicates at an outlay of \$265, and lastly there was spent the sum of about \$320 upon SLASH ROAD, in the construction of two miles, beginning at the intersection of the eighth concession with concession A of Tehkummah, thence east to lot 5, thence north to unite with a road already opened.

#### MISSISSAGA ROAD.

Repairs to iron bridge over Mississaga River from the end of last year's operations, that is to say, from the east boundary of Gladstone north to the second concession, thence west to the river, and thence up the stream to the bridge a length of one and three-quarter miles of excellent work.

#### NEPIGON ROAD.

Of the portion of this road opened last year for winter purposes only, three and three-quarter miles were this year graded and made fairly well, the work dating from Nepigon Station of the Canadian Pacific Railway.

#### RABBIT MOUNTAIN AND WHITE FISH LAKE ROAD.

Twelve miles repaired between Beaver and Silver Mountain Mines, one mile of which, having last season been chopped out only, has been properly graded.

#### RAINY RIVER ROAD.

The construction was continued from the point of ending last year, section 1, range 22, township 3, through sections 2, 3, 10, 9, and Wild Land Indian Reserve to Rainy River, and about two chains east of Hungry Hall Reserve, a length of seven miles, thus completing a winter road from Fort Francis to the mouth of the river, about seventy-seven miles long.

A branch road was also opened from Rainy River, beginning on line between sections 2 and 3, township 4, range 25, thence north to section 26, thence angling north-westerly through sections 27, 28, 32, 33, to line between ranges 4 and 5, thence north between sections 4 and 5 two miles, thence again north-westerly through sections 16, 15, 23, 24,

25, 26, 34 of range 24, township 3, and into township number 2, a length of over fifteen miles.

The object of this branch which may be called and known as GRASSY RIVER ROAD is, as represented by correspondence, to enable the settlers to reach Rat Portage by a shorter route, and avoiding many difficulties encountered in traversing Lake of the Woods in winter, and in addition to these advantages the road passes through a district adapted for settlement, and therefore desirable to open.

#### RAT PORTAGE AND KEEWATIN ROAD AND BRIDGES.

In consequence of the erection of a dam by the Dominion Government across the west branch of the Winnipeg River and its subsequent partial destruction, a considerable amount of damage was done to the bridges built by this Department in 1886, and traffic between Rat Portage and Keewatin by this road entirely cut off.

This season the three bridges have been raised and thoroughly overhauled, the work being, the inspector says, in some cases equal in cost to a renewal of the structures. With these repairs and the improvement of road through Tunnel Island, travel is again restored.

#### RAT PORTAGE AND RAINY RIVER ROAD.

This work was commenced at the east end of Rat Portage, and extends in a southeasterly course towards Rainy River about four miles, and on the line of which a pile bridge two hundred and twenty feet long was erected.

A winter road a mile and a half long was cut out from the main line, and about a mile and a quarter from the village, to Matheson's Bay, with the object of allowing access to the first named road from the lake in winter, for the mail-carriers and other purposes.

#### ROCK LAKE BRIDGE.

A bridge on the Thessalon Road, lot 10, concession 1, Coffin township, which being too low was in danger from spring floods of destruction. It was raised four feet throughout, involving additional bents and extra covering, its length being now one hundred and eighty-eight feet.

#### SPANISH RIVER ROAD.

A road begun in the centre of section 27 of the township of Victoria, thence east two and a half miles through Victoria, and a mile and a quarter into Salter, thence south two miles to Spanish River, and thence up the river three miles connecting with a road leading to La Cloche, eight and three-quarter miles, chopped out thirty feet wide as a winter road, and requiring to be graded before it can be used for general travel.

#### ST. JOSEPH ISLAND ROADS.

There has been constructed, first, two miles beginning at U and concession 1 line, from side line between lots 5 and 6 south-westerly five-eighths of a mile to about middle of front of lot 3, thence north-westerly through lot 3, concession U, to the north-west angle of the last named lot, thence continuing and passing through lots 2 and 1 to S and T concession line, and thence south-westerly to the east angle of lot 50, concession 1, to connect with a road before opened. The second work was half a mile opened on the O and P line, across lots 19 and 20, altogether two miles and a half of new and well constructed road.

#### THESSALON STATION ROAD.

Nearly a mile of road built from the Thessalon Road to the railway station, and between lots 11 and 13. It is the only way by which the station is reached.

#### VANKOUGHNET ROAD.

A new work begun at the termination of a road leading northward from Sault Ste. Marie through the township of Tarentorus, and being the north-east angle of the north-east quarter of section 9 of said township, thence north-easterly through the township to the south boundary of Aweres, and thence northward, passing within half a mile of the west shore of Trout Lake, in the last named township.

Length constructed, two and three-quarter miles.

#### AHMIC ROAD.

Repairs of the existing road, and the opening of a portion which was but a rough trail or lumber road, and begun on lot 24, concession 9, township of Croft, and continued from thence, through concessions 8, 7, 6 and 5, to the Ahmic Lake bridge on lot number 15—built in 1887—four and a-half miles, chopped out thirty feet wide and fairly grubbed and leveled.

#### ALSACE ROAD.

A continuation westward from lot 9, between concessions 10 and 11 of Gurd, to the Commanda Lake road on lot number 2. The length is a mile and three-quarters, which, the land being very heavily timbered, is only as yet, roughly opened.

#### BRACEBRIDGE ROAD.

This road which is practically on the town line between Macaulay and Draper, is now very well opened.

Two and a-half miles were new work from the end of last year's operations eastward to connect with South Macaulay road; the balance, one and a-half mile, being repairs of a heavy nature, and necessary to make the entire length good and travelable, which the inspector says it now is.

#### BRIDGE REPAIRS, MUSKOKA AND P. S. DISTRICTS.

Four bridges repaired at a cost of \$390.39, and being, (1) that on the Maganetawan road, on lot 15 between concessions 4 and 5, which fire had destroyed.—Cost, \$58.12. 2. Musquosh bridge, at Bala, which on account of its age and general condition requires annual attention, and should be renewed this coming season; expenditure, \$140.64. 3. A floating bridge constructed with timber of Draper bridge, which latter being dangerous to cross was taken down. This floating structure costing, \$66.24, is of course a temporary arrangement. The fourth work is the renewal of a bridge at Beggsboro' on the Doe Lake road at a cost of \$125.39.

#### BRUNEL BRANCH ROAD.

The portage road between Lake of Bays and Peninsula Lake, and described in last year's report. This further expenditure for grading and ballasting makes it one of the best roads in the country.

#### BURK'S FALLS ROAD.

A continuation from the work of 1887, eastward through lots 27 to 30 inclusive, thence south-easterly, angling through lots 31 and 32 to town line between Armour and Proudfoot, thence east through lots 1 and 2, between concessions 6 and 7 of the latter town hip, and thence again south-easterly through lots 2 to 6 in the sixth concession, nearly three and three-quarter miles of construction, and opens a way to Burk's Falls for a considerable number of settlers.



### CARDWELL ROAD.

Two and a-half miles of repairs over two sections, one being between Rosseau, and the work of the previous year, and a second from about four miles east of Rosseau to lot number 20, between concessions 6 and 7 of Cardwell.

### COMMANDA CREEK BRIDGE.

Is over Commanda creek, between concessions 12 and 13 Pringle, and opposite lot 33. It is comprised of a fifty-one and a twenty feet span, on abutments thirteen feet high, and has a total length with the approaches of about two hundred feet.

### EAGLE LAKE ROAD.

Including some substantial repairs of the long "Narrows" bridge, the road was improved for seven and a-half miles from the Rosseau and Nipissing road eastward. This is a main road to the railway station at South River.

### EAST RIVER BRIDGE.

The renewal of this structure which is now in progress, is estimated to cost about \$1,000, of which amount, \$600 are already paid on account. It is on the main and only road between Huntsville and Hoodstown, and in so dangerous a condition that traffic was practically stopped.

### HUMPHREY 4TH CONCESSION ROAD.

A new short road through the peninsula between lakes Joseph and Rosseau, and made as a cheap but useful work through lots 12 to 20, of the 4th concession of Humphrey.

### KEARNEY No. 2 ROAD.

Two and three quarter miles of repairs between lot 34 Perry, and lot 5 Bethune, and the road extended eastward one and a-quarter mile to lot number 20, between the townships of Bethune and Proudfoot.

### LONG POINT ROAD.

Repaired from end of last year's work to Walker's Point, on Muskoka Lake, four miles in the township of Wood.

### MACAULAY ROAD.

Four and a-half miles improved from within about half a mile of Baysville towards Bracebridge.

### MAPLE ISLAND BRIDGE.

A structure one hundred and thirty-seven feet long, with a main span of sixty-one feet, built over the north channel of the Maganetawan River, on the Northern road.

### MCDougALL ROAD.

Five miles fairly well repaired. The road for want of attention was very much overgrown, and bad generally.

### MCDougALL AND MCKELLAR T. L. ROAD.

This road commences about half a mile south of the Northern Road, and runs through lots 1 and 2 concession 12, and through lot number 2 in concessions 9, 10, 11, joining Junction No. 2 Road, on lot 2, concession 9, all in the township of McDougall.

Its length of three and a-quarter miles is sufficiently opened for fair loads, and will be of great advantage to those residing in the southerly portions of McKellar.



#### MIDDLE RIVER BRIDGE.

A bridge one hundred and eight feet long on Junction No. 1 Road, over Middle River, on lot 17, concession 14, McKellar, which was very much out of repair, and too low. The Department repaired the bridge, and the municipality formed the approaches.

#### MILLS ROAD.

Repaired from its junction with Golden Valley Road, in the tenth concession of Mills, northward about three miles.

The grant was insufficient to repair to Loring, as intended.

#### MISSIONARY ROAD.

Five and a-half miles repaired through the township of Spence, from the Rosseau and Nipissing Road eastward, the road being practically on the road allowance between concessions 4 and 5 of this and Ryerson townships.

#### MONTETH AND PERRY ROAD.

Repairs through the township of Monteith, from Seguin Falls eastward, altogether about six miles, the expenditure including a new bridge built over a branch creek which empties into the Seguin River, and which has a twenty-five feet clear span. This is the main east and west road between Parry Sound and Emsdale on the railway.

#### MUSKOKA ROAD.

A continuation northward from concession 6 to concession 11, and between lots 20 and 21, of the township of Machar, a little under two and three-quarter miles constructed through a heavily wooded district. A trail was also opened from the end of the work to the allowance for road between concessions 12 and 13, the New Jerusalem road, which, when graded, will make an important highway.

#### NORTH CARDWELL ROAD.

The portion built this year, the inspector says, is through a very rough section, and the original allowances for roads could not be followed. The work was begun at lot 22, concession 13, of Cardwell, angling from thence through lots 21, 20 and 19 in the same concession, and through lot 18 in the 14th concession—a mile and a-half.

#### NORTHERN ROAD.

Repaired between Commanda and the Golden Valley Road two miles, and secondly, between McKellar and Dunchurch, nine and a-half miles.

#### NORTH-WEST ROAD.

Two miles of repairs, from end of last year's operations northward to lot 34, concession 12, McDougall.

#### OKA ROAD.

About seven miles constructed this season, the road now reaching from Bala to the mills of the Muskoka Mill and Lumber Company.

The work was commenced at lot 6, concession 6, Gibson, thence northward and westward, about Black Lake to Black River, on lot 21, concession 5, and thence following the margin of the river to the mills.

#### ORANGE VALLEY ROAD.

Repaired in the township of McKellar, from lot 6, concession 7, westward two and a-quarter miles. A bridge one hundred and twenty feet long was also built over Seguin River on the line of this road.

#### OTTER LAKE ROAD.

The chief work in this instance was the construction of two bridges over Boyne Creek and Otter Lake narrows.

One and a-half miles of the road was also repaired from the Parry Sound Road southerly in the township of Foley, as in its then condition, it was well nigh impassable.

#### PARRY SOUND ROAD.

Two bridges have this year been renewed, and a deviation made nearly half a mile long through lots 133, 134, 135, concession B, for the purpose of reaching a better and cheaper river crossing, and the avoidance of a very steep hill.

Three miles of very permanent repairs were also made between Rosseau and Ullswater, which is a very hilly section.

#### POWASSAN ROAD.

A road between the 12th and 13th concessions of Himsworth, and constructed this year across lots 8 to 15 inclusive, over two miles of heavy work. A deviation was made on lot 14 into the 12th concession.

#### RAINY LAKE ROAD.

The principal work was a bridge, one hundred feet long, built over the outlet of Rainy Lake. In addition, three-quarters of a mile which had previously been roughly opened, between the bridge and Sprucedale, was repaired.

#### ROSSEAU FALLS ROAD.

A short road from the Parry Sound road to Rosseau Falls post-office and the mills. The present expenditure was used chiefly in making a deviation through lot 32, concession 2, of Cardwell.

#### RYDE ROAD.

This road was chopped out and roughly opened in the year 1887, at a cost of about \$160 per mile, but was only travelable in winter. This season three and a-half of the five miles have been properly opened, reaching to the 8th concession of Dalton.

Over Black River on the line of the road a substantial bridge was, at the time of the inspector's last examination, under construction, built by the counties of Victoria and Ontario, as promised when the grant for the road was given.

Another sum of about \$500 is required to fully complete the work.

#### RYDE CENTRE ROAD.

Repairs from the 4th concession northward two and a-half miles, the road being on the road allowance between lots 5 and 6 of the township of Ryde.

#### RYERSON CENTRE ROAD.

About one and a-quarter mile of work, one-half of which was new.

The road is between Burk's Falls and the Maganetawan road, and has been described in earlier reports. It is now fully opened and is a valuable work.

#### SOUTH ARMOUR ROAD.

The raising of a flooded flat of the Maganetawan River across lots 8 and 9, concession 3, Armour.

Twenty-eight rods were raised four feet, and twenty-two rods about fifteen inches.

The Beldon Lumber Company, it is said, will complete the work at their own cost.

### SOUTH RIVER ROAD.

A new and important work, connecting Eagle Lake and Distress River roads, in the township of Joly.

It begins between lots 3 and 4, concession 11, and from thence northerly through lot 4 in concessions 11 and 12, and through lot 5 in the 13th concession to the road allowance between lots 5 and 6, near the blind line between concessions 13 and 14, uniting with the Eagle Lake road leading to Sundridge. Two and three-quarter miles fairly well made and already in use for general traffic.

### STEPHENSON TOWN LINE BRIDGE.

The original structure was built in 1875 at a cost of about \$2,200, and is now renewed from the low water line. It is composed of a one hundred feet clear span and two of forty feet each, its total length being two hundred and six feet. It is over the Muskoka River on the town line between Stephenson and Macaulay, and is much used.

### STONY CREEK BRIDGE.

A bridge over the said creek between concessions 12 and 13, lot 5, township of Armour, with main opening of thirty-eight feet, and eight feet high.

### STRONG 30 SIDE LINE ROAD.

In opening this road a quantity of crosswaying was required, the ground being low and swampy.

It is chopped out forty feet wide and opened two and a-half miles, and is an important connecting line in the township, as before its completion the ice of Stony Lake was the only way of exit for teams, and that of course only in winter.

### TROUT LAKE JUNCTION ROAD.

A road opened from Nipissing Junction of the Canadian Pacific Railway, between lots 22 and 23, concession 14, Ferris, northward towards Trout Lake—one and one-eighth mile. The country is of a very broken and rough description.

### WESTPHALIA ROAD.

A continuation from last year's work to lot number 20 of Gurd, and as before, practically on the road allowance between the 2nd and 3rd concessions. The length made this year is two miles of excessively heavy work.

## EAST DIVISION.

### ADDINGTON ROAD.

Repairs commenced at Kaladar Station on the Canadian Pacific Railway and continued north to "Flinton turn," about six miles.

This portion of the road is hilly and difficult to maintain, but is at present in a good general condition.

### ALICE AND PETEWAWA ROAD.

A work from lot number 9, westward to lot number 4 on the town line, between Alice and Petewawa, a mile and a-quarter in length.

The land being low about half a mile of crosswaying was required, and of course expensive. This road is a benefit to a number of German settlers.

### ALICE 3RD CONCESSION ROAD.

This is repairs between the 2nd and 3rd concessions of Alice, across lots 12 to 20—two and a-half miles. Nearly one mile was over a low beaver meadow, which was cross-ways.

### ALICE AND WILBERFORCE ROAD.

Work begun at lot 28, concession 5, Wilberforce, and between the said township and that of Alice, the improvements extending westward three-quarters of a mile. It had been chopped out previously by the settlers, but unformed.

### ANSTRUTHER ROAD.

About thirteen miles repaired, from the village of Apsley northward. A bridge eighty feet long was built over Eel Creek to replace one burnt last year.

### ANTOINE ROAD.

A portion of road one and three-quarters mile long, which settlers had chopped out, but not graded, or in any way made passable before the present expenditure. It is from the bridge at east end of Golden Lake to the Eganville and Killaloe Road, and thence westward on or near the 8th and 9th concession line of South Algona.

### BELLS RAPID'S ROAD.

A road commenced last year and then described. The \$200 expended this season completed the unfinished nearly three-quarters of a mile, and repaired the two miles constructed previously.

### BOBCAYGEON ROAD.

Repaired from lot 14, Minden, to lot 31, Stanhope, and between Kinmount and Union Creek, altogether eleven and a-half miles.

Over Union Creek, which is about seven miles south of Kinmount, the bridge was thoroughly overhauled and repaired. The structure is about ninety feet long and nine feet high.

### BLAIRHAMPTON ROAD.

The repairs made this season of four miles is over the south end of the same road mentioned in last year's report, and is from lot 12, concession 4, of Minden, northeasterly to lot 18, concession 9.

### BUCKHORN ROAD.

One and a-half mile of repairs on the north side of Scott's mills.

### BURLEIGH ROAD.

Upon the south end of this road, that is to say, from Burleigh bridge southward, about three miles were repaired at a cost of \$350, of which sum the county of Peterborough gave \$175. Through the township of Burleigh about twenty miles were gone over, and more or less repaired at a cost of \$300. Two stages run daily over this route.

### CALABOGIE BRIDGE.

The payment this year of \$1,000 represents a balance on account of the above work which is more fully referred to in last year's report.



#### CALLENDER ROAD.

This might as properly be called Mattawa and Callender Road, as it lies between these two points.

For the appropriation, nine miles of the portion before constructed from Callendar station, C. P. Railway, were repaired, and half a mile opened eastward toward Mattawa.

#### CALLENDER AND NORTH BAY ROAD.

Construction continued on the road allowance between lots 5 and 6, to that between the eleventh and twelfth concessions of Bonfield, thence westerly on the last named allowance to the line between lots 2 and 3, one and a half mile.

#### CALVIN ROAD.

Beginning at the south end of the fifth concession, and between lots 10 and 11 of Calvin the road is improved, northward between the lots mentioned to the seventh concession and south limit of the railway, thence westward following the said limit to McKay's Mill on lot 13, concession 8, a length of two and a half miles.

#### CAMERON ROAD.

About eleven miles of the portion between Moore's Falls and the Bobcaygeon road, and five miles from the Village of Norland, southward, were repaired. Repairs to the bridge at Moore's Falls were also made, the latter costing about \$200.

#### CHANDOS ROAD.

A road running east from Apsley and repaired from lot 31, concession 1 Anstruther, to lot 10, concession 3, Chandos, about three miles.

#### COMBERMERE BRIDGE.

The bridge over Madawaska River at Combermere Village, and now in a dangerous condition requiring a new superstructure.

The work is delayed for want of ice, but will be finished, it is expected, before spring.

#### COPPER CLIFF ROAD.

A road into mines, roughly opened by the inhabitants, and now improved over three miles of its length, from lot 7, concession 3, McKim, westerly.

#### DALTON 25 AND 26 SIDE LINE ROAD.

Cut out for about one mile through concession 9 and part of concession 10. The bridge over Black River which is one hundred and sixty-five feet long was well repaired and raised two feet.

#### DOUGLAS AND SCOTCH BUSH ROAD.

The chief work in this instance is a bridge built over Ritchie's Creek near Douglas. It is fifty feet long with main span of twenty-four feet, and constructed almost entirely of cedar. About a quarter of a mile was graded as approaches on each side of the bridge.

#### EGANVILLE AND COBDEN ROAD.

About three miles of repairs, beginning about two miles east of Eganville, and extending eastward towards Cobden.

Eight large culverts were built and a considerable amount of blasting was done.

## EGANVILLE AND FOY ROAD.

Eight miles of repairs from the Opeongo road towards Eganville. It is the main road and stage route through that district.

## EGANVILLE AND KILLALOE ROAD.

A very steep hill on this road was reduced, and the road improved from lot 28 to lot 32, both inclusive. It is the road allowance between concessions 8 and 9 of South Algona.

## FRASER AND ALICE ROAD.

One mile of heavy work from lot 16, concession 9 Alice westward.

## FRONTENAC ROAD.

This work consisted in raising half a mile of the road through concessions 10 and 11 of the township of Portland, which was flooded annually through the damming of the river by the Napanee River Company. The cost, with the repairing of three miles in addition, was, according to the cash abstract statement of the aforesaid township, \$1,053.35 so that the government grant of \$500 is about one-half the total expenditure, and is in accordance with the agreement made with the Municipality.

## GELERT STATION ROAD.

Four and three-quarter miles of repairs between Minden Village and Gelert or Minden station on the railway.

## GILMOUR STATION ROAD.

From Gilmour station, Canada Central Railway (lot 12, con. 8, Tudor), this road extends eastward along and near the north margin of Wadsworth's Lake, intersecting Tudor road. The entire length is four and a half miles, which was more or less repaired throughout and made fairly passable.

## GOLDEN AND ROUND LAKE ROAD.

About one mile of road repair from the bridge at the west end of Golden Lake westward.

## GULL LAKE ROAD.

Repairs of two miles in the township of Harvey, from lot 29 concession 5 to lot 31 concession 4.

## HAGARTY 4 AND 5 CONCESSION ROAD.

This may be called new work as four deviations were made, and the balance was almost entirely overgrown with underbrush. The length was two miles from lot 22 to lot 30 on the concession line indicated.

## HASTINGS ROAD.

Repairs over eleven miles between Rathbun station and L'Amable.

The approaches to McKenzie's Lake bridge were properly repaired with two other bridges on the same road.

## HARVEY ROAD.

About five miles of substantial repairs between Buckhorn and Sandy Lake.

The county of Peterborough and township of Harvey gave each \$200 on account of this work.

Again the township of Harvey granted \$100 which with an equal amount from the Government was expended, about one half upon the sixteenth concession line of Harvey, from lot A. north, to lot 5, and balance upon the south portion of Harvey road near Sandy Lake.

## HERSCHEL ROAD.

This road is on or about the line between concessions 10 and 11 of Herschel, and is opened this season two miles westward to a point about four miles west of Hastings. It leads into lands reported as suitable for settlement and into which several have already made their way.

## HERSCHEL AND FARADAY T. L. ROAD.

From the town line between the townships suggested by this road, two and a half miles were well repaired in a westerly direction to Deer Lake.

## HINCHINBROOKE ROAD.

Two miles of repairs over work done within the past two years, this season's operations dating from lot 11, concession 9 of Hinchinbrooke northward.

The road-bed was in many places low and in others very rough.

## HYDE'S CHUTE BRIDGE.

For want of ice the construction of this bridge has been delayed, but it will in all probability be completed during the present winter. It is over the Madawaska River, in the township of Griffith, and will replace one built about seventeen years ago.

## INDIAN RIVER BRIDGE.

Repairs consisting of a new truss over main opening, and partial renewal of other portions. It is over Indian River between lots 21 and 22, in the eighth concession of the township of Alice.

## LAKE TOWNSHIP ROAD.

Four miles constructed this season, and now reaching to lots number thirteen of the township of Lake, on the line of the location known as Gibson's survey. The county of Hastings contributed \$250 of the expenditure.

## L'AMABLE DU FOND BRIDGE.

An expenditure of \$63.75 for glancing booms found to be required for the protection of this bridge, which was built by the Department last year on the Mattawa and L'Amble Du Fond Road.

## LAVANT ROAD.

New work begun on the road allowance between concessions 3 and 4, and between lots 10 and 11, of the township of Darling and continued on the last mentioned line two miles to the end of the second concession. The first mile is fully completed, the second is yet to be graded in order to make it of full value as a road.

## LAXTON ROAD.

Is between the fourth and fifth concessions of Laxton and across lots one to seven, two miles of repairs.

## LONSDALE AND BRIDGEWATER ROAD.

Three miles are this year added to the length of this highway. The work was between lots 24 and 25 of Hungerford, through concessions 3, 4 and 5, mostly uncleared land. The County of Hastings gave \$300 of the expenditure.

## MACKAY'S STATION AND PETEWAWA ROAD.

Two miles of road in the township of Head, made southerly from the bridge over MacKay's creek, built last season by this Department. Two miles of the same road were opened last year.



### MATTAWA ROAD.

Repairs of this road were commenced at the boundary between the townships of Clare and Cameron, and continued from thence westward in the latter township about ten miles, including the re-building of eight small bridges which, through age, were unfit to travel over.

### MATTAWA BRIDGE.

This bridge was renewed throughout, excepting portions of some of the cribs where the timber being perfectly sound was allowed to remain.

The original structure built in the year 1877 and raised and repaired in 1884, was 696 feet long and its width sixteen feet.

Its length has now been reduced to about 600 feet by filling in permanently one hundred feet with stone, but it was found necessary to increase its width to twenty feet so that teams and pedestrians might pass over without serious danger which before was experienced. The grant of \$3,000 made by the Legislature towards rebuilding, was estimated to be about one-half the amount required for its completion, the expectation then being that any unfinished portion might, with safety, remain for another year.

It was discovered, however, as the work progressed, that with the new portions raised and widened it would cost a considerable sum to make the balance available for even temporary use, and the money thus spent would be largely wasted.

Upon these representations your consent was given for its completion which has been effected for less than the estimated cost by nearly one thousand dollars.

### MATTAWA AND CALLENDER ROAD.

A continuation of repairs made from last year's operations. The road is in the townships of Papineau and Calvin, the improvements being over three miles in the former and two miles in the latter township, and which was chopped out in the year 1886.

### MATTAWA AND TEMISCAMINGUE ROAD.

This road was roughly opened from the foot of Lake Temiscamingue, towards the Village of Mattawa by settlers and others interested in its construction.

This season about seventeen miles were gone over and further improved as a winter road. Work was commenced at the easterly end of lot number 35, concession 6 township of Mattawa and continued northward towards the lake. Jock's creek was also bridged.

### MISSISSIPPI ROAD

Twenty-nine miles of repairs, twelve of which were made from the town line between Mayo and Ashby eastward, and seventeen from Playfairs' corners westward.

### MONCK ROAD.

The repairs were over three different sections, amounting to seventeen and a half miles altogether. One portion was in the township of Galway, seven miles; a second was eight miles, beginning at the town line between Faraday and Cardiff, and from thence eastward almost to the Hastings Road; and a third portion from half a mile west of Norland, westward two and a half miles.

A bridge over Crego's Creek on the above road, about two miles west from Kinmount, was renewed at a cost of \$316.

The municipality made a grant of \$230 to complete the approaches, which, it is understood, was spent by the overseer employed by the Department for the bridge.

### MONMOUTH ROAD.

Fourteen miles repaired eastward from a point about five miles east of Haliburton. Thirty-three culverts were renewed.



### MOUNTAIN GROVE STATION ROAD.

This road is described as follows:—Commencing at Mountain Grove Station of the Canadian Pacific Railway, on lot 14, concession 2, of Olden; thence south-easterly crossing lots 13, 12, 11, concession 3, and connecting with the Parham and Arden road. It is a low, expensive piece of work, and required a quantity of crosswaying timber, which was supplied by the municipality at a cost understood to be nearly as much as the Departmental expenditure, \$403.37.

### MUD LAKE NARROWS BRIDGE.

Built to replace that erected in 1886, and is on the line of the Hyde's Chute and Sanson road, in the township of Matawatchan, the main and only road from east to west in that section of country.

The structure is comprised of three main spans of fifty feet in the clear each, and with the approaches is two hundred and forty feet long. The county of Victoria gave one-half the cost,

### MUSKRAT LAKE ROAD.

The road allowance between the first and second concessions of the township of Westmeath, and improved between lots 23 and 27, two miles, which had been roughly chopped out before.

### NORTH BAY AND TEMISCAMINGUE ROAD.

Repairs of a necessarily light character were made over sixteen miles, and are of great advantage to settlers who are filling the country rapidly. Several are occupying land twenty miles from North Bay.

### NORTH SHORE ROAD.

This work was the reduction in length of a bridge 108 feet long over a creek near Grass Lake, in the vicinity of Haliburton. The approaches were filled in permanently, leaving an opening of fifty feet, over which a bridge was constructed.

### NOSBONSING ROAD.

A road between South-East Bay, Lake Nipissing and Lake Nosbonsing.

One mile was opened this season from the east side of lot 24, concession 4 Ferris easterly through lot 23 and ending on lot 22. There is yet a length of three or four miles to be constructed before the settlement which it will serve is fully reached.

### OPEONGO ROAD.

From Vanbrugh eastward two and a half miles were repaired.

### OSCEOLA AND DISTRICT LINE ROAD.

A mile and a quarter of road made passable for vehicles between the fourth and fifth concessions of the township of Bromley from Eganville and Osceola road northward.

### PEMBROKE AND MATTAWA ROAD.

A bridge one hundred feet long was built over Aumond creek, the former one having been destroyed by fire. A new site was chosen and a diversion of the road made as a general improvement.

### PERRAULT SETTLEMENT ROAD.

Completion of repairs to the Opeonga road from the termination of last year's operations, two and a half miles. A bridge one hundred and ten feet long was built over Constant creek on lot 9, concession 6 of Grattan.

#### PETERSON ROAD.

Two and a half miles were well repaired between Bobcaygeon road and Bushkong bridge and four miles east and west of Papineau creek. The bridge which is three hundred feet long was rebuilt and an excellent job reported. It is at Papineau creek "Forks."

#### PETEWAWA 15 AND 16 SIDE LINE ROAD.

One and a quarter miles constructed through the fifth and sixth concessions of Petewawa on the side line indicated, and which, being low and marshy, required brushing and ditching.

#### POWASSAN AND CALLENDER ROAD.

The portion built this year is practically on the line between lots ten and eleven from that between the seventh and eighth concessions of Bonfield, southward to the second concession three and a half miles, the first mile of which had before been chopped out as a winter road.

#### RAGLAN ROAD.

A continuation from the work of last year and now reaching the Carlow road on lot number four in the fourth concession of Raglan. Length made this season one and a half mile.

#### REID ROAD.

The sum of \$200 was given to supplement grants of \$100 from the County of Peterborough and \$50 from the township of Galway, and was spent in opening and improving the road from lot 3 to lot 8 in the 16th concession of Galway, a mile and a half.

#### SCOTT ROAD.

Seven and a half miles of repairs, four of which were between Apsley and Coe Hill and three and a half in the township of Wollaston, namely, from lot 23, concession 10 to lot 32 concession 12.

#### SILVER LAKE ROAD.

A new work in the township of South Algona, between lots 29 and 30 in the sixth and seventh concessions, one mile in length.

In the eighth concession a steep hill was reduced and made available for public use.

#### SNAKE RIVER BRIDGE.

A bridge on the Stafford and Willberforce road, which was entirely reconstructed. The structure with the heavy earth approaches is three hundred feet long and required more than the grant to complete the work.

#### SOUTH HARVEY ROAD.

Upon a memorial from the township of Harvey, two grants of \$50 each were allowed to supplement equal sums voted by the council and spent on 1. South Harvey road between Sandy Lake bridge and Buckhorn; and 2. on the sixteenth line of Harvey between lot A. and lot 5, some five miles altogether.

#### STURGEON FALLS ROAD.

This road is between the first and second concessions of Springer township, extending this season west from lot number eight two miles.

The work was excessively heavy, the ground being low and wet.

### SUDBURY ROAD.

A new road six and a half miles long and reaching settlers in the township of Rayside.

It was commenced near the village of Sudbury and constructed through a rough section on the west side of the Canadian Pacific Railway, where at the distance of three and a half miles it crosses the track, leaving the township of McKim, passing through an angle of the township of Snider and into Rayside.

The route is reported to be well selected and a very good and useful road for settlers and miners.

### SYDENHAM AND BEDFORD ROAD.

Repaired from three miles north of Sydenham northward five and one half miles.

An additional sum (\$160) was allowed in order to complete repairs to Dessert lake, a further length of one and a half mile, and for repairing the bridge at the outlet of Otter Lake, all of which was accomplished.

### WESTMEATH 9 CON. ROAD.

The completion of grading three miles referred to in last year's report. The road is now properly open for traffic.

### WIDDIFIELD ROAD.

Two miles of heavy work through the second and third concessions and between lots twenty and twenty-one of Widdifield.

A destructive fire last year so injured the part opened that a considerable portion of the money was required and spent in restoring it to usefulness.

### WIDDIFIELD AND PHELPS ROAD.

Two and a quarter miles constructed between concessions A. and B., from lot sixteen eastward, all in the township of Widdifield.

### WILBERFORCE ROAD.

The raising and grading three quarters of a mile on the town line between Wilberforce and Stafford from concession 23 of the first named township northward.

### WHITEFISH LAKE ROAD.

One portion of work was begun at lot 21 and continued to lot 3 in Cavendish. A second portion is new work from lot 16 to lot 19 in the fourteenth concession with some useful repairs on the same concession line from lot 22 to the boundary. Repairs were also made from lot 23 of Galway to the boundary line of Cavendish, altogether about three miles of improvements and nearly a mile of road opened.

### WYLIE STATION ROAD.

This last work is on the town line between Buchanan and Rolph, from the Pembroke and Mattawa Road northward. Three quarters of a mile of a new road cut out forty feet wide and graded about twenty feet wide. It was low land requiring heavy brushing and ditching and therefore very expensive work.

SUMMARY OF EXPENDITURE ON COLONIZATION ROADS AND BRIDGES  
IN THE YEAR 1889.

NAME OF WORK.		Cash.	Supplies from De- partment.	Total.
NORTH DIVISION.		\$ c.	\$ c.	\$ c.
Batchewaning .....	Road	200 86	.....	200 86
Cockburn Island .....	do	510 00	17 94	527 94
Coffin, additional .....	do	490 00	.....	490 00
Coffin, 3rd Concession .....	do	490 00	.....	490 00
Coyne's .....	do	496 63	.....	496 63
Dayton Station .....	do	499 95	.....	499 95
Dean's Lake .....	do	640 97	157 51	798 48
Galbraith .....	do	521 69	41 50	563 19
Goulais River .....	Bridge	85 05	.....	85 05
Inspection .....		1,290 30	.....	1,290 30
Manitoulin Island .....	Roads	2,937 70	386 41	3,324 11
Mississaga .....	Road	307 30	.....	307 30
Nepigon .....	do	1,108 65	.....	1,108 65
Rabbit Mountain and Whitefish Lake .....	do	1,099 38	.....	1,099 38
Rainy River .....	do	3,463 10	524 37	3,987 47
Rat Portage .....	Bridge and	3,876 35	.....	3,876 35
Rat Portage and Rainy River .....	do	2,200 00	.....	2,200 00
Rock Lake .....	do	200 00	.....	200 00
Spanish River .....	do	799 03	201 37	1,000 40
St. Joseph Island .....	do	850 19	230 91	1,081 10
Thessalon Station .....	do	380 00	.....	380 00
Vankoughnet .....	do	755 03	244 63	999 66
		23,202 18	1,804 64	25,006 82
WEST DIVISION.				
Ah-mic .....	Road	401 87	.....	401 87
Alsace .....	do	404 04	.....	404 04
Bracebridge .....	do	800 57	.....	800 57
Bridge repairs, M. and P. S. District .....	do	390 39	.....	390 39
Brunel branch .....	Road	602 71	.....	602 71
Burk's Falls .....	do	832 72	167 28	1,000 00
Cardwell .....	do	500 00	.....	500 00
Commanda Creek .....	Bridge	440 00	.....	440 00
Eagle Lake .....	Road	620 00	159 96	779 96
East River .....	Bridge	600 00	.....	600 00
Hood's and Port Vernon (1876-9) .....	Road	14 00	.....	14 00
Humphry, 4th Concession .....	do	356 24	.....	356 24
Inspection .....		1,250 00	.....	1,250 00
Kearney No. 2 .....	Road	1,009 09	162 51	1,171 60
Long Point .....	do	453 32	.....	453 32
Macaulay .....	do	816 34	185 53	1,001 87
Maple Island .....	Bridge	600 00	.....	600 00
McDougall .....	Road	500 00	.....	500 00
McDougall & McKellar .....	do	375 78	.....	375 78
Middle River .....	Bridge	100 51	.....	100 51
Mills .....	Road	474 19	41 50	515 69
Missionary .....	do	500 11	.....	500 11
Monteith & Perry .....	do	665 75	154 13	819 88
Muskoka .....	do	593 71	218 06	811 77
Musquosh .....	Bridge	6 00	.....	6 00
North Cardwell .....	Road	500 49	.....	500 49
Northern .....	do	1,155 54	148 37	1,303 91
North-west .....	do	493 95	136 14	630 09
Oka .....	do	829 21	202 63	1,031 84
Orange Valley .....	do	500 85	.....	500 85
Otter Lake .....	do	450 00	.....	450 00
Parry Sound .....	do	1,877 83	165 32	2,043 15
Powassan .....	do	615 93	183 25	799 18



SUMMARY OF EXPENDITURE, ETC.—*Continued.*

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
<b>WEST DIVISION.—Continued.</b>			
	\$ c.	\$ c.	\$ c.
Rainy Lake.... . Road	303 05	.....	303 05
Rosseau Falls..... do	115 00	.....	115 00
Ryde..... do	803 23	.....	803 23
Ryde Centre..... do	154 79	.....	154 79
Ryerson Centre..... do	499 23	.....	499 23
South Armour..... do	400 82	.....	400 82
South River..... do	500 03	.....	500 03
Stephenson town line..... Bridge	1,200 00	150 29	1,350 29
Stony Creek..... do	101 40	.....	101 40
Storage and freight..... do	5 00	.....	5 00
Strong 30 side line..... Road	499 15	.....	499 15
Trout Lake Junction..... do	500 50	.....	500 50
Westphalia..... do	1,200 00	293 93	1,493 93
	26,013 34	2,368 90	28,382 24
<b>EAST DIVISION.</b>			
Addington..... Road	624 29	.....	624 29
Alice and Petewawa..... do	499 80	.....	499 80
Alice, 3rd Concession..... do	516 30	.....	516 30
Alice and Wilberforce..... do	251 10	.....	251 10
Anstruther..... do	514 74	.....	514 74
Antoine..... do	534 82	.....	534 82
Bedford (1886)..... Bridges	150 00	.....	150 00
Bell's Rapids..... Road	200 00	.....	200 00
Bobcaygeon..... do	869 76	130 69	1,000 45
Blairhampton..... do	251 30	.....	251 30
Buckhorn..... do	200 00	.....	200 00
Burleigh..... do	671 31	.....	671 31
Calabogie..... Bridge	1,000 00	.....	1,000 00
Callender..... Road	500 00	.....	500 00
Callender and North Bay..... do	500 75	.....	500 75
Calvin..... do	302 23	.....	302 23
Cameron..... do	952 92	182 61	1,135 53
Chandos..... do	278 62	.....	278 62
Combermere..... Bridge	547 00	.....	547 00
Copper Cliff..... Road	153 00	.....	153 00
Cross Lake (balance)..... Bridge	212 50	.....	212 50
Dalton, 25 and 26, S. L..... Road	206 29	.....	206 29
Douglas and Scotch bush..... do	257 00	.....	257 00
Eganville and Cobden..... do	464 04	.....	464 04
Eganville and Foy..... do	290 00	.....	290 00
Eganville and Killaloe..... do	508 67	.....	508 67
Fraser and Alice..... do	496 94	.....	496 94
Frontenac..... do	500 00	.....	500 00
Gelert Station..... do	209 77	49 25	259 02
Gilmour Station..... do	411 05	.....	411 05
Golden and Round Lake..... do	199 75	.....	199 75
Gull Lake..... do	200 00	.....	200 00
Hagarty, 4th and 4th Concession..... do	522 43	.....	522 43
Hastings..... do	762 38	122 82	885 20
Harvey..... do	834 55	.....	834 55
Herschel..... do	309 39	.....	309 39
Herschel and Faraday T. L..... do	200 57	.....	200 57
Hinchinbrooke..... do	200 00	.....	200 00
Hyde's Chute..... Bridge	1,000 00	.....	1,000 00
Indian River..... do	158 55	.....	158 55
Inspection { Balance of 1889.....	559 27	.....	3,096 34
Lake Township..... Road	2,537 07	.....	516 42
	516 42	.....	516 42

SUMMARY OF EXPENDITURE, Etc.—*Continued.*

NAME OF WORK.	Cash.	Supplies from De- partment.	Total.
	\$ c.	\$ c.	\$ c.
EAST DIVISION.— <i>Continued.</i>			
L'Amable Du Fond ..... Bridge	63 75		63 75
Lavant ..... Road	506 31		506 31
Laxton ..... do	100 00		100 00
Lonsdale and Bridgewater ..... do	600 25		600 25
Mackay's Station and Petewawa ..... do	501 18		501 18
Mattawa ..... do	600 14		600 14
Mattawa ..... Bridge	4,846 72	234 11	5,080 83
Mattawa and Callender ..... Road	1,007 26		1,007 26
Mattawa and Temiscamingue ..... do	998 64		998 64
Mississippi ..... do	1,338 70	251 37	1,590 07
Monck ..... do	1,205 83	54 80	1,260 63
Monmouth ..... do	983 07		983 07
Mountain Grove Station ..... do	403 37		403 37
Mud Lake Narrows ..... Bridge	851 73		851 73
Muskrat Lake ..... Road	249 84		249 84
North Bay and Temiscamingue ..... do	996 99		996 99
North Shore ..... do	163 34		163 34
Nosbonsing ..... do	377 15	107 74	484 89
Opeongo ..... do	508 78		508 78
Osceola and District Line ..... do	499 30		499 30
Pembroke and Mattawa (Aumond Creek Bridge)..... do	449 93		449 93
Perreault Settlement and Sanson's ..... Road	401 55		401 55
Peterson ..... do	726 60		726 60
Petewawa, 15 and 16 Side Line ..... do	201 07		201 07
Powassan and Callender ..... do	757 83	246 32	1,004 15
Raglan ..... do	401 00		401 00
Reid ..... do	350 00		350 00
Ross and Bromley, T. L. (balance)..... do	25 00		25 00
Scott ..... do	604 83		604 83
Sharbot Lake (balance)..... Bridge	40 00		40 00
Silver Lake ..... Road	302 12		302 12
Snake River ..... Bridge	749 00		749 00
South Harvey ..... Road	200 00		200 00
Sturgeon Falls ..... do	836 69	161 66	998 35
Sudbury ..... do	1,624 45	493 00	2,117 45
Sydenham and Bedford ..... do	746 42		746 42
Victoria Road (balance) ..... Bridge	19 56		19 56
Westmeath, 9th Concession ..... Road	510 00		510 00
Widdifield ..... do	796 38		796 38
Widdifield and Phelps ..... do	613 19		613 19
Wilberforce ..... do	253 75		253 75
Whitefish Lake ..... do	635 95		635 95
Wylie Station ..... do	501 79		501 79
	49,624 09	2,034 37	51,658 46
MUNICIPAL GRANTS, REFUNDS, ETC.—			
Municipality of Harvey, for South Harvey Road .... \$100 00			
County of Peterborough, for Harvey Road ..... 200 00			
“ “ “ Reid ..... 100 00			
“ “ “ Burleigh “ ..... 175 00			
“ Hastings—Lonsdale and Bridgewater Road ..... 300 00			
“ Lake Township ..... “ 250 00			
Municipality of Harvey—Harvey ..... “ 200 00			
“ Galway—Reid ..... “ 50 00			
W. T. Pateman, Refund—Cockburn Island.... Roads 5 89			1,380 89
Departmental Expenditure.....			

SUMMARY OF EXPENDITURE, ETC.—*Continued.*

## RECAPITULATION.

	\$	c.	\$	c.	\$	c.
I. North Division .....	25,006	82				
II. West Division .....	28,382	24				
III. East Division .....	51,658	46				
Less Municipal grants and refunds.....			105,047	52		
				1,380	89	
Total Departmental Expenditure .....						103,666 63

HENRY SMITH,  
Superintendent Colonization Roads.

DEPARTMENT OF CROWN LANDS,  
TORONTO, 31st December, 1889.















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